



NFRMPO TECHNICAL ADVISORY COMMITTEE (TAC)—AGENDA

**July 21, 2021
1:00 – 3:30 p.m.**

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- 1. Call Meeting to Order, Welcome, and Introductions**
 - 2. Public Comment (2 minutes each)**
 - 3. Approval of June 16, 2021 Meeting Minutes (Page 2)**
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AIR QUALITY AGENDA

- 1) Regional Air Quality Updates**

METROPOLITAN PLANNING ORGANIZATION AGENDA

CONSENT AGENDA

No Items this Month.

ACTION ITEM

- 2) July 2021 TIP Amendment (Page 7)** Cunningham

PRESENTATION

- 3) GHG Roadmap Transportation Elements Update (Page 11)** Kay Kelly, CDOT

DISCUSSION/ACTION ITEM

- 4) US287 Intersection Improvements Scope Change (Page 19)** Brad Buckman, Fort Collins

DISCUSSION ITEM

- 5) 2021 Call for Projects Guidebook Elements Discussion (Page 24)** Cunningham

PARTNER REPORTS

- 6) NoCo Bike & Ped Collaborative** **Handout**
- 7) Regional Transit Agencies**
- 8) Mobility Program Updates** Schmitt

REPORTS

- 9) July Planning Council Meeting Summary (Page 35)** **Written Report**
 - 10) Community Advisory Committee (CAC) Summary (Page 36)** **Written Report**
 - 11) Mobility Committee Updates (Page 37)** **Written Report**
 - 12) Q2 2021 TIP Modifications (Page 48)** **Written Report**
 - 13) CDOT Inactives Report (Page 61)** **Written Report**
 - 14) Roundtable** All
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- 4. Final Public Comment (2 minutes each)**
- 5. Next Month's Agenda Topic Suggestions**
- 6. Next TAC Meeting: August 18, 2021**

**MEETING MINUTES of the
TECHNICAL ADVISORY COMMITTEE (TAC)
North Front Range Transportation and Air Quality Planning Council**

Virtual Meeting

**June 16, 2021
1:00 p.m. – 2:51 p.m.**

TAC MEMBERS PRESENT:

Mitch Nelson, Chair – Severance
Eric Tracy, Vice Chair – Larimer County
Dawn Anderson – Weld County
Allison Baxter – Greeley
Brad Buckman – Fort Collins
Richard Coffin – CDPHE-APCD
Eric Fuhrman – Timnath
Josie Hadley – CDOT
Omar Herrera – Windsor
Dave Klockeman – Loveland
Mark Oberschmidt – Evans
Adam Olinger - Town of Berthoud

NFRMPO STAFF:

Medora Bornhoft
AnnaRose Cunningham
Ryan Dusil
Alex Gordon
Hanna Johnson
Becky Karasko
Suzette Mallette
Cory Schmitt

TAC MEMBERS ABSENT:

Marco Carani – Johnstown
Pepper McClenahan – Milliken
Town of Eaton
Town of LaSalle

IN ATTENDANCE:

Scott Ballstadt – Windsor
Abdul Barzak – Severance
Aaron Bustow – FHWA
Wayne Chuang – RAQC
Jessica Ferko – RAQC
Candice Folkers – COLT
Katie Guthrie – Loveland
Myron Hora – WSP
Tamara Keefe – FHU
Lauren Light – Weld County

CALL TO ORDER

Chair Nelson called the meeting to order at 1:00 p.m.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF THE MAY 19, 2021 TAC MINUTES

Buckman moved to approve the May 19, 2021 TAC minutes. Baxter seconded the motion, which was approved unanimously.

AIR QUALITY AGENDA

Regional Air Quality Updates – Bornhoft stated NFRMPO Staff held the first air quality training for TAC members on Thursday, June 10, 2021. NFRMPO Staff plan to conduct additional air quality trainings and are open to topic suggestions. Planning Council will be discussing their position on the prehearing statement for the Employee Traffic Reduction Program (ETRP) at their July 1, 2021 meeting. Mallette suggested TAC members discuss the tiered ETRP approach with their Planning Council member prior to the July 1, 2021 meeting.

Bornhoft stated in May 2021, the Environmental Protection Agency (EPA) announced their intention to add all of Weld County to the northern subarea of the Ozone non-attainment area for the 2015 ozone standard. The 30-day public comment period for this designation is open now and Planning Council will discuss it at their July 1, 2021 meeting. The State has until the end of July to submit data to EPA justifying that the designation is not appropriate.

Ferko stated there are exceedances of the 2008 ozone standard at two monitoring sites and exceedances of the 2015 ozone standard at four sites.

CONSENT AGENDA

Active Transportation Plan – Oberschmidt moved to approve the Consent Agenda. Klockeman seconded the motion, which was approved unanimously.

ACTION ITEM

FY2021 STBG and TA Additional Funding Allocations – Cunningham stated there are two projects from the FY2022-2023 Call for Projects that are eligible to receive additional Surface Transportation Block Grant (STBG) funding. The Greeley *83rd Avenue Roadway Improvements* project was partially funded and the Windsor *WCR13 Alignment Improvements* project was unfunded and waitlisted. There were no partially funded or waitlisted Transportation Alternatives (TA) projects. If the Greeley and Windsor projects are awarded additional funding, an additional \$2.2M in STBG would be left over. The \$2.2M could be made available to sponsors of existing projects with additional need beyond their original federal request. To facilitate this option, maximum request amounts by community were developed to reflect the additional funding.

Klockeman suggested it would be more equitable to all member agencies to roll the remaining \$2.2M into the 2021 Call for Projects rather than holding an off-cycle Call. Other TAC members concurred.

Anderson moved to approve the proposed additional allocation for the Greeley and Windsor projects and to roll the remaining \$2.2M STBG and \$85K TA funding into the 2021 Call for Projects. Klockeman seconded the motion, which was approved unanimously.

PRESENTATIONS

No items this month

WORK SESSION

2021 Call for Projects Discussion – Cunningham stated the 2021 Call for Projects was a discussion item at the June 3, 2021 Planning Council meeting. Planning Council members requested recommendations from the TAC regarding the three proposals presented. The first proposal is a \$10M set-aside for I-25 Segment 5 from STBG and/or Congestion Mitigation and Air Quality (CMAQ) funding programs. The set-aside would not be programmed until it is needed. If Segment 5 is funded through other sources, the funding would be made available to local agencies through a future Call for Projects.

Klockeman asked what the Planning Council's stance was on the I-25 set-aside. Cunningham stated there was some support for the set-aside, but members wanted more information from TAC members on what local projects they may be giving up.

Mallette noted using CMAQ funds for I-25 would leave more funding in the STBG pool, which is the more flexible funding program.

Anderson asked if CDOT would be able to cover the required match for the federal funds. Mallette stated CDOT can cover the match and perform the necessary air quality conformity analysis.

Baxter asked if the Roadis toll system proposal could potentially cover CDOT's remaining funding need. Mallette stated it is possible. CDOT is also anticipating receiving a \$150.23M TIFIA loan for Segments 2 through 5.

Klockeman expressed support for a set-aside but suggested a lower amount than \$10M to retain some STBG and CMAQ funding for local agency projects.

Buckman proposed a \$5M set-aside from the CMAQ pool, leaving half the CMAQ pool and the entire STBG pool for local agency projects. Other TAC members expressed support for this proposal.

Anderson suggested TAC members discuss this proposal with their Planning Council member prior to the July 1, 2021 Planning Council meeting.

Cunningham stated the second proposal is a \$1M-\$2M percentage allocation program for bicycle and pedestrian projects, consisting of 100 percent of the available TA funds supplemented by STBG and/or CMAQ funds.

Baxter stated two set-asides in one Call for Projects seemed excessive because they reduce the amount for traditional projects.

Anderson requested more information, such as how bicycle and pedestrian projects have been funded in previous Calls for Projects.

Klockeman expressed support for adjusting the STBG and CMAQ scoring criteria to ensure bicycle and pedestrian projects can be competitive rather than creating a percentage allocation program. Other TAC members concurred.

Cunningham state the third proposal, regarding individual agency STBG request limits, is to: (A) retain the population-based STBG request limits with a floor set at \$1M, or (B) set the STBG request limits to 50 percent of the pool, approximately \$4M.

Klockeman asked where the \$1M floor comes from. Cunningham stated it is based on award amounts from previous Calls for Projects. Bornhoft clarified the floor allows all communities to apply for up to \$1M and is not related to the minimum request for individual projects.

Nelson stated the \$1M floor seems reasonable from the small community perspective.

TAC members expressed support for Option A, population-based STBG request limits with a floor set at \$1M.

DISCUSSION ITEMS

NFRMPO Regional Travel Demand Model (RTDM) Update – Bornhoft explained NFRMPO staff is currently working on a Request for Proposals (RFP) for the Regional Travel Demand Model update. She reviewed the purpose and status of the Land Use Allocation Model and Regional Travel Demand Model (RTDM) as well as the potential benefits and drawbacks of switching from a four-step RTDM to an activity-based RTDM. Development of an activity-based RTDM could leverage CDOT's existing statewide activity-based model for

easier implementation. NFRMPO staff proposes including both model types in the RFP to obtain cost estimates.

Other planned improvements with the RTDM include the development of bicycle level of traffic stress (LTS), enabling adjustable work from home percentages for scenario planning, and including consultant support for scenario development in the RFP.

Klockeman asked if a more complex activity-based RTDM will yield better results. Bornhoft stated calibration and validation of an activity-based RTDM requires similar effort compared with a four-step RTDM and will have increased sensitivity to help answer additional questions; however, transitioning to a new type of model will likely result in some challenges.

Baxter asked if locally developed models based on the current RTDM will become obsolete if the NFRMPO switches to an activity-based RTDM. Bornhoft stated changes identified as part of a local planning effort could likely be incorporated in the RTDM update, regardless of model type.

Bornhoft stated the base year will need to be updated for air quality conformity purposes. The updated RTDM will still rely on inputs from the 2009-2010 Front Range Household Travel Survey.

Klockeman suggested convening a meeting of a small group of frequent RTDM users to discuss further. Bornhoft stated she will send out a Doodle Poll for interested local agency staff. NFRMPO staff would also like to have two local agency staff members on the RFP scoring committee.

OUTSIDE PARTNERS REPORTS

NoCo Bike & Ped Collaborative – Dusil noted the June meeting was an in-person workshop on the Poudre Trail in Windsor. Two groups, one on foot and one on bike, identified needs and brainstormed solutions for better wayfinding signage along the trail corridor. NoCo will continue the discussion at future meetings.

Regional Transit Agencies – Gordon stated the Premium Transit Analysis, known as Link NoCo, is underway and NFRMPO staff are looking for local agency staff volunteers for the Guidance Committee. Anyone who is interested should contact Gordon at agordon@nfrmpo.org.

Senior Transportation – Schmitt stated the RideNoCo website is under development, with a release scheduled for August. Schmitt is looking for people to help test the accessibility of the website. Schmitt asked anyone interested in beta testing to reach out to mobility@nfrmpo.org. Schmitt stated the soft launch of RideNoCo for vaccine transportation coordination has received 43 calls and has fulfilled 24 ride requests to vaccine appointments. Via Mobility Services is expanding its service area into southwest Weld County.

Johnson introduced herself as the NFRMPO's new Mobility Coordinator, stating she is originally from Greeley, studied at CSU, and most recently worked at Jefferson County on land use issues.

Gordon -stated the NFRMPO is starting work on the Coordinated Plan and would like help sharing a video explaining the project (<https://youtu.be/z6zbXGtpMBQ>) and a survey (<https://forms.gle/jEMLBCL6N1wfPBEx6>).

REPORTS

June Planning Council Meeting Summary – A written report was provided.

ROUNDTABLE

Mallette stated CDOT headquarters has released SB260 Highway User Tax Fund (HUTF) Revenue estimates. Karasko will send the spreadsheet to TAC members. Mallette stated there will be an hour-long tour of the I-25 construction at 4pm on Thursday, July 1, 2021, prior to the hybrid Planning Council meeting in Berthoud. RSVPs for the tour need to be sent to Mallette soon.

Anderson asked when TAC will resume in-person meetings. Karasko stated September at the earliest due to scheduling conflicts at the Windsor Community Recreation Center.

MEETING WRAP-UP

Final Public Comment – There was no final public comment.

Next Month's Agenda Topic Suggestions – Karasko stated the July agenda will include a presentation regarding Transportation Management Association and Organization (TMA/TMO) funding from CDOT and a presentation on the State Greenhouse Gas (GHG) Roadmap Transportation Elements from CDOT.

Meeting adjourned at 2:51 p.m.

Meeting minutes submitted by: Ryan Dusil, NFRMPO Staff

The next meeting will be held at 1:00 p.m. on Wednesday, July 21, 2021 as a virtual meeting.

AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
July 21, 2021	July 2021 TIP Amendment	AnnaRose Cunningham
Objective/Request Action		
To recommend Planning Council approve the July 2021 Transportation Improvement Program (TIP) Amendment to the FY2022-FY2025 TIP.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
The July 2021 TIP Amendment includes one revision request from the Town of Windsor and one request from City of Fort Collins:		
<ul style="list-style-type: none">Adding new project <i>WCR 13 Alignment Improvements</i> project with \$1,187K Federal and \$1,891K Local funding.Adding new project <i>Transfort Maintenance Facility Repairs</i> project with \$4,800K Federal funding.		
The attached July 2021 Policy Amendment Form provides additional information on each request.		
Committee Discussion		
This is the first and only time TAC is scheduled to see the July 2021 TIP Amendment.		
Supporting Information		
The 30-day Public Comment period for the July 2021 TIP Amendment begins on July 14, 2021 and concludes on August 13, 2021.		
An environmental justice analysis is included for the location-specific project in the Amendment.		
<u>Funding Types and Uses</u>		
Surface Transportation Block Grant (STBG) is a flexible funding program with many eligible project types, including roadway preservation, roadway improvement, bridge and tunnel projects, pedestrian and bicycle infrastructure, transit capital projects, and transportation planning studies. These funds may be used for any roads functionally classified as collector or above including National Highway System (NHS) roads		
The American Rescue Plan (ARP) Act of 2021 is a COVID-19 Relief package that provides \$1.9 trillion in mandatory funding, program changes and tax policies aimed at mitigating the continuing effects of the pandemic and included \$30.5 billion for grants to transit agencies.		
Advantages		
<ul style="list-style-type: none">TAC recommending approval by the NFRMPO Planning Council will ensure available funds are assigned to projects in a timely manner and the FY2022-2025 TIP remains fiscally constrained.		
Disadvantages		
<ul style="list-style-type: none">None noted.		
Analysis/Recommendation		
<ul style="list-style-type: none">Staff supports adding the July 2021 TIP Amendment to the FY2022-2025 TIP.		
Attachments		
<ul style="list-style-type: none">July 2021 Policy Amendment FormEnvironmental Justice Analysis		

NFRMPO FY 2022 - FY 2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Policy Amendment #2021-A7

Submitted to: TAC and Planning Council for Review

Prepared by: AnnaRose Cunningham

DATE: 7/14/2021

Surface Transportation Block Grant (STBG)

NEW ENTRY

Title:	WCR 13 Alignment Improvments	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Windsor	Federal	STBG	-	-	-	1,187	-	-	1,187	-
STIP ID:	Unassigned	Local	L	-	-	247	-	-	-	247	-
TIP ID:	2023-008	Local	LOM	-	-	216	1,428	-	-	1,645	-
Type:	Modify & Reconstruct		Total	-	-	463	2,616	-	-	3,079	-
Air Quality:	Exempt from Conformity Analysis										
Description:	Construct new alignment of WCR 13 near LCR 32E (WCR 68.5)										
Revision:	New project addition awarded with Resolution #2021-017.										

TRANSIT

Federal

NEW ENTRY

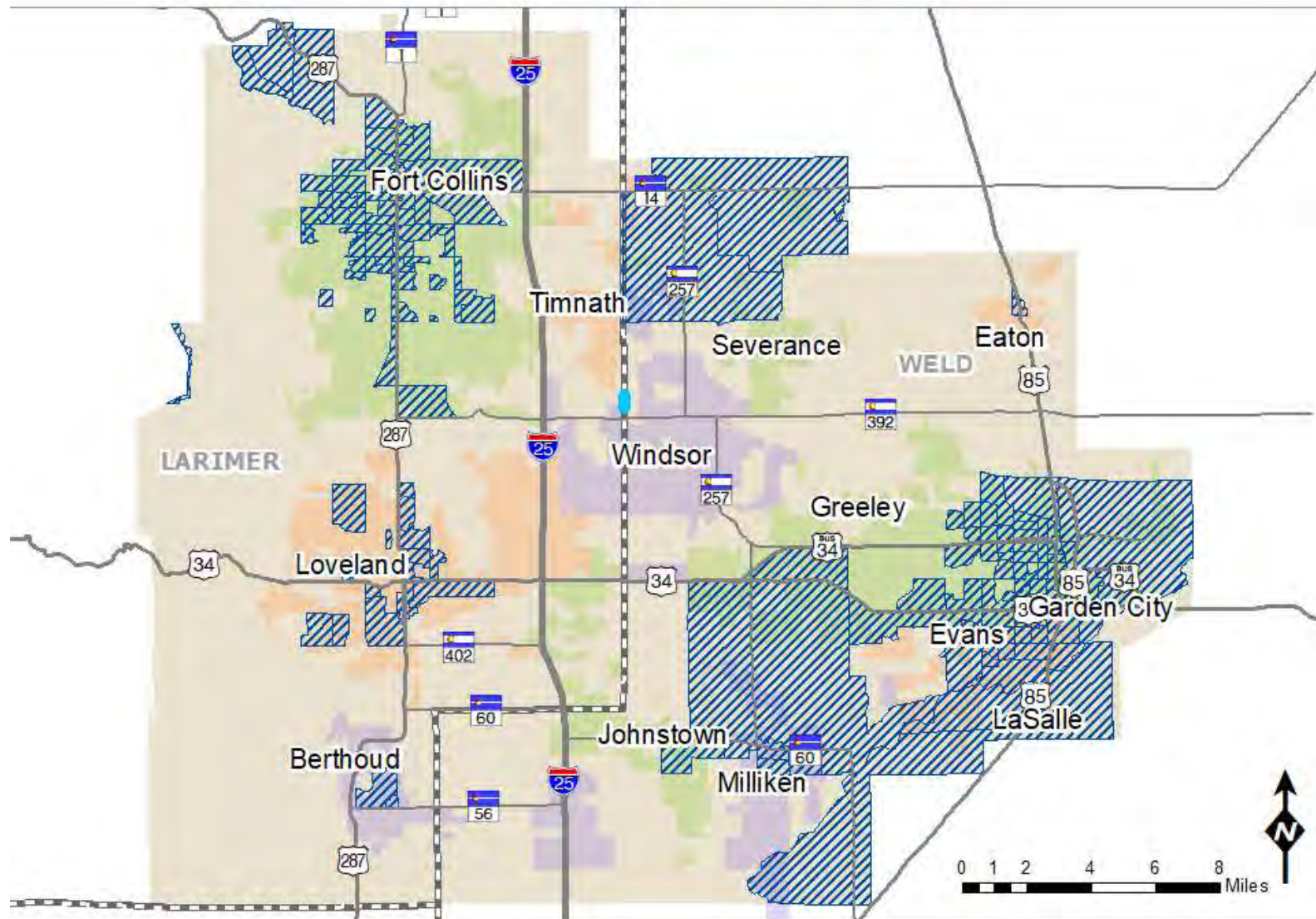
Title:	Transfort Maintenance Facility Repiars	Funding Source	Funding Program	Previous Funding	FY 22 Rolled	FY 22	FY 23	FY 24	FY 25	FY 22-25 TOTAL	Future Funding
Sponsor:	Fort Collins	Federal	ARP	-	-	-	4,800	-	-	4,800	-
STIP ID:	Unassigned		Total	-	-	-	4,800	-	-	4,800	-
TIP ID:	2022-009										
Type:	Facility Improvements										
Air Quality:	Exempt from Conformity Analysis										
Description:	Upgrading electrical and Heating Ventilation and Air Conditioning (HVAC) equipment, which are past their useful life, at the Transfort Maintenance Facility										
Revision:	New project entry.										

July 2021 TIP Amendment Environmental Justice Analysis

Projects are identified by Name, Project Sponsor, Improvement Type, and Funding Program

Criteria	WCR 13 Alignment Improvements, Windsor, Modify & Reconstruct STBG
Project Information	
Project included in the FY 2020-2023 TIP	No
EJ Project: Project located 1/4 mile from areas that are above county average for Hispanic, minority, and/or low income	No
Burdens	
Bodily impairment, infirmity, illness, or death	No
Air, noise, and water pollution and soil contamination	No
Destruction or disruption of man-made or natural resources, aesthetic values, or availability of public and private facilities and services	No
Adverse impacts on community cohesion or economic vitality	No
Noise and vibration	No
Increased traffic congestion, isolation, exclusion, or separation	No
Benefits	
Decrease in travel time	Yes
Improved air quality	No
Expanded access to employment opportunities	No
Improved access to transit options and alternative modes of transportation (walking and bicycling)	No

Environmental Justice Areas and July 2021 TIP Amendment Projects



Legend

- WCR 13 Alignment Improvements
- Environmental Justice Areas

- County Boundary
- NFRMPO Planning Area

July 2021
Sources: CDOT, NFRMPO





HB19-1261 Transportation Sector Recommendations Update

NFRMPO TAC

July 21, 2021



Largest GHG Emissions Sources

2005 Largest Emission Source:

1. Electric power
2. Transportation
3. Oil & Gas
4. Buildings

2020 Largest Emissions Sources

1. Transportation
2. Electric power
3. Oil & Gas
4. Buildings

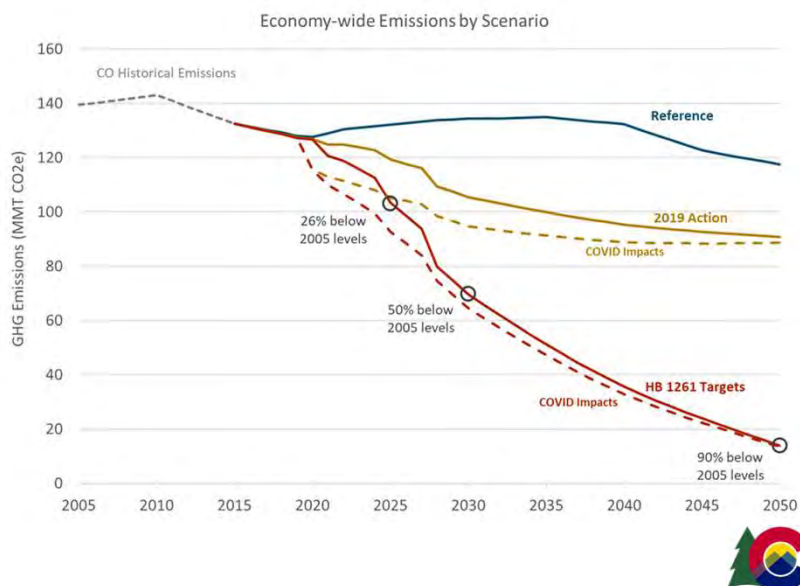
2020 CO GHG Emissions (MMT CO₂e, AR5 100-yr GWP)



Colorado GHG Pollution Over Time

SIGNIFICANT PROGRESS
UNDERWAY & MORE ACTION
NECESSARY

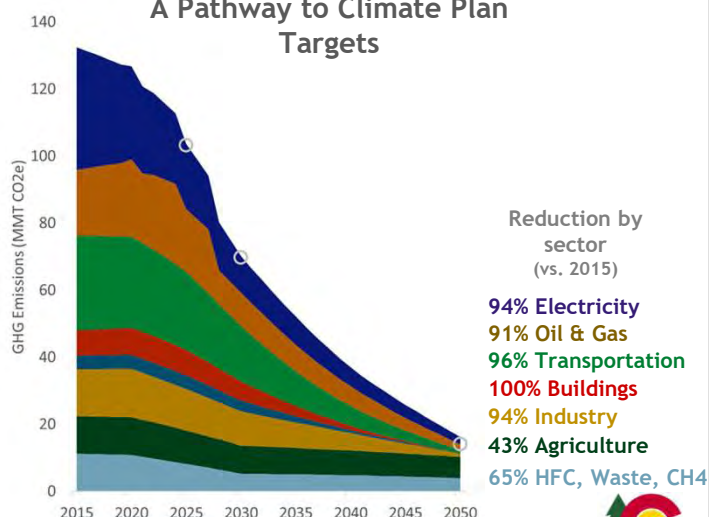
- As a result of the state's actions to date, *we are well on the way to meeting* the level of emission reductions to meet the 2025 and 2030 goals.
- Additional strategies can advance co-benefits* such as reducing local air pollution, generating economic growth, advancing environmental justice and equity.



Getting to Colorado's 2050 Climate Goals

Will require efforts and policy adoption across many agencies including CDPHE, CDOT and work by CEO

A Pathway to Climate Plan Targets





Near-Term Transportation Actions included in the CO GHG Roadmap

Infrastructure (Planning & Projects)

- GHG pollution standards for transportation plans
- Indirect source standards for some types of new development.
- Trip reduction/TDM requirements and encouraging telecommuting for large employers

Human Factors (Behavior Change)

- Expansion of public transit, including setting the stage for Front Range Rail
- Incentives for land use decisions by local governments that reduce pollution and support greater access to housing near jobs.

Mobile Sources (Vehicles)

- Clean trucking strategy including evaluation of Advanced Clean Truck ZEV standards
- New revenue mechanism to fund infrastructure and incentives to transition to low and zero emissions cars, trucks and buses

5

Clean Trucking Strategy



In July 2020, CDOT, CDPHE, and CEO announced plans to develop an all-of-the-above strategy to reduce pollution from medium- and heavy-duty transportation.

The draft strategy includes a suite of ideas that will be evaluated comprehensively to determine the most impactful and reasonable actions:

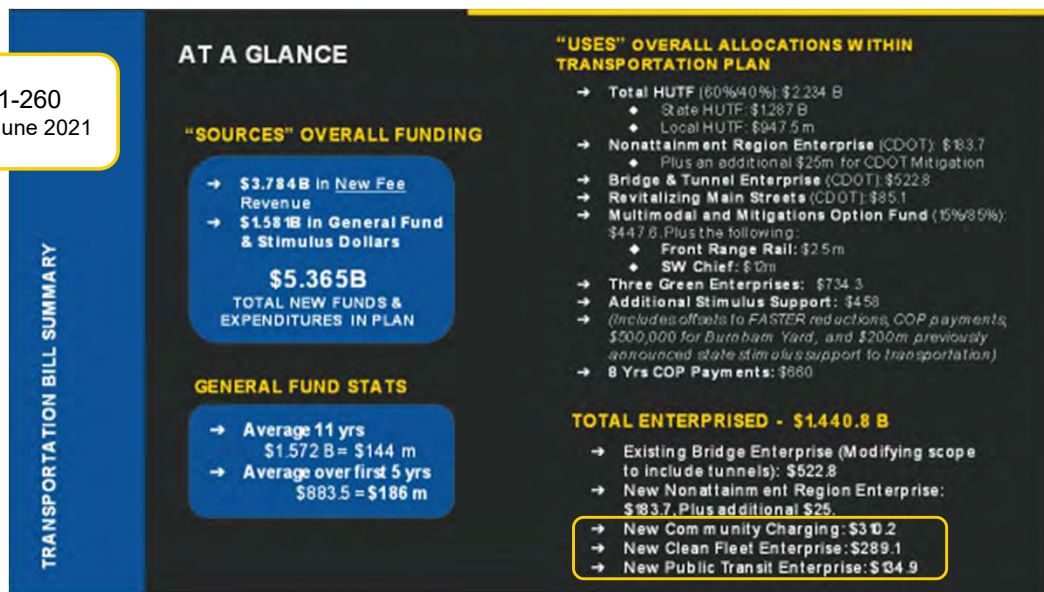
- Accelerating fleet turnover in the conventional truck fleet
- Incorporating clean technology and developing ZEV infrastructure, especially for critical freight corridors
- Encouraging participation in programs like SmartWay
- Exploring adoption of Advanced Clean Truck standard
- Supporting workforce development
- Leading by example through green procurement

Technical analysis nearing completion; Public Input meetings being planned for late summer / early fall 2021



Public Investment in Clean Vehicles and Infrastructure

HB21-260
Signed June 2021



Trip reduction/TDM requirements and encouraging telecommuting for large employers

- Utilizing incentives, marketing, and other creative tools to encourage non-SOV travel, is a core strategy to reducing VMT.
- In light of COVID-19, a specialized focus on making teleworking more permanent will be essential in promoting a longer-term shift towards alternatives to driving.
- CDPHE is currently leading outreach and stakeholder engagement on the Employee Traffic Reduction Program (ETRP) Rulemaking at the AQCC which would require employers over a size threshold to develop TDM programs for their employees*



Expansion of Public Transit and Front Range Rail

Increased transit and active transportation options are critical to reducing VMT including:

- More investment in physical infrastructure such as mobility hubs or light or commuter rail (e.g., the proposed Front Range Passenger Rail project, along I-25).
- More regular and reliable service along existing routes, such as more frequent and expansive bus rapid transit (BRT) along congested corridors.

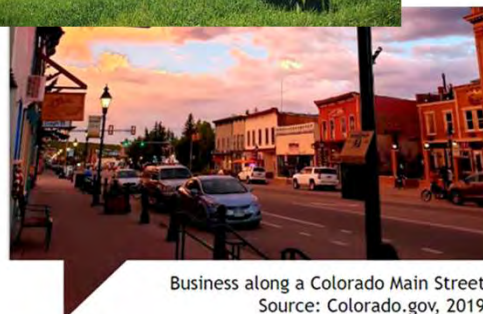
CDOT is emphasizing Mobility Hubs and Bustang expansion in the 10-year plan

HB21-238 - Established Front Range Passenger Rail District



Land Use Planning and Incentives

- Roadmap: State agencies must work with local governments and MPOs to develop strategies to promote more sustainable land use and should develop criteria to use state investment to incentivize smart land use decisions.
- **CDOT is currently holding conversations across the state to learn from the Revitalizing Main Streets investments and to understand how the Department can help communities implement their downtown visions, especially when the “main street” is a state highway.**



Business along a Colorado Main Street
Source: Colorado.gov, 2019

GHG Pollution Standards for Transportation Plans

- Rulemaking now being undertaken by CDOT and the Transportation Commission. The Air Quality Control Commission is expected to focus on verification and monitoring.
- Plan is to amend current state rules on transportation planning to incorporate a GHG standard on transportation plans. Certain aspects (offset measures) also will require subsequent CDOT policy directives.
- CDOT has developed a policy paper that describes the major policy issues inherent in the rule, including:
 - How Pollution Reduction Levels Will Be Determined
 - Magnitude of the Reductions
 - Use of Offset Measures
 - Role of the Transportation Commission
 - Role of the MPOs
 - Enforcement

<https://www.codot.gov/programs/environmental/greenhouse-gas>



Public Engagement

A GHG Advisory group was convened in January of 2021 and continues to meet regularly. CDOT also has held dozens of meetings; both targeted conversations with key stakeholder groups and broader public meetings.

Rulemaking Process:

- Party Status is not necessary- all interested parties are encouraged to fully participate in the rulemaking process
 - <https://www.codot.gov/business/rules/stakeholder-engagement-protocol-workshops>
- Multiple Opportunities for Public Comment
 - Department rulemaking often includes one or more stakeholder sessions/opportunities to review potential rules and issue so that we may consider stakeholder comments even before filing the rules
 - Submission of written comments prior to the Rulemaking Hearing
 - Oral testimony and submission of written comments at Rulemaking Hearing



DRAFT Rulemaking Timeline

subject to change and refinement due to TC action and as rulemaking is developed

DRAFT

Authorize Rulemaking

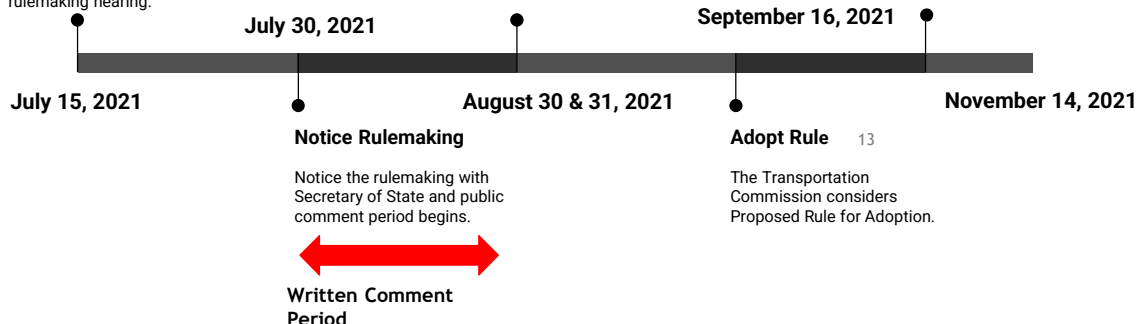
Transportation Commission authorize staff to commence rulemaking and delegates a Hearing Officer to conduct rulemaking hearing.

Rulemaking Hearing

Opportunity for Public Testimony and Submission of Written Comments

Rule Effective

Rule becomes effective.



Indirect Source Standards

- Indirect sources generate or attract motor vehicle activity, such as shopping malls, developments, office buildings, warehouses or industrial sites.
- For all or some categories of projects, indirect source rules could supplement local land use authority to ensure the impacts from large attractors of mobile sources are evaluated and mitigated.
- Implementation of this type of regulation could help encourage more sustainable, multimodal and transit-oriented development, and could generate mitigation measures that support electrification.
- *Topic of future AQCC Rulemaking - Calendar Year 2022*



Progress Toward HB19-1261 Transportation Recommendations

	Recommendation	Status
1	GHG pollution standards for transportation plans	In progress CDOT TC Rulemaking – Summer 2021
2	Indirect source standards for some types of new development	Pending AQCC Rulemaking – CY 2022
3	Trip reduction/TDM requirements and encouraging telecommuting for large employers	In progress AQCC Rulemaking – Summer 2021
4	Expansion of public transit, including setting the stage for Front Range Rail	In progress HB21-238 & on-going multimodal emphasis
5	Incentives for land use decisions by local governments that reduce pollution and support greater access to housing near jobs	Under evaluation
6	Clean trucking strategy including evaluation of Advanced Clean Truck ZEV standards	In progress Study to be Completed – Summer 2021 Stakeholder Engagement – Summer/Fall 2021
7	New revenue mechanism to fund infrastructure and incentives to transition to low and zero emissions cars, trucks and buses	Completed SB21-260



Questions



AGENDA ITEM SUMMARY (AIS)

North Front Range Transportation & Air Quality Technical Advisory Committee (TAC)



Meeting Date	Agenda Item	Submitted By
July 21, 2021	US287 Intersection Improvements Scope Change	Brad Buckman City of Fort Collins
Objective/Request Action		
To discuss the City of Fort Collins' change request for the <i>US 287 Intersection Improvements</i> project and to take action on whether the scope change is minor and may be completed by Staff as a TIP Modification or if the scope change is major and must be reviewed by Planning Council.		<input type="checkbox"/> Report <input type="checkbox"/> Work Session <input type="checkbox"/> Discussion <input checked="" type="checkbox"/> Action
Key Points		
<p>The NFRMPO FY 2020 – FY 2023 TIP allocated an approximate total \$1.06M Surface Transportation Block Grant (STBG) and local match funding to address traffic signal deficiencies at three intersections along US 287 (College Avenue) at the Swallow Road, Pitkin Street and Rutgers Avenue crossings for FY21.</p> <p>Swallow Road and Rutgers Avenue intersections will be replaced in the project scope by Columbia Road and Harvard Street after being identified as greater priority, Pitkin Street will remain within the project scope.</p>		
Committee Discussion		
<ul style="list-style-type: none"> City of Fort Collins Council has approved FY 2021 Budgeting for Outcomes (BFO) offer reflecting the proposed intersection changes. 		
Supporting Information		
<p>Improvement of these intersections will address the following safety, efficiency, and maintenance concerns of the community.</p> <ul style="list-style-type: none"> Improve safety for people using all modes of travel through the intersection with signal replacements and sidewalk improvements. Address traffic congestion and capacity improvements by updating signal infrastructure. Reduce excessive maintenance costs by replacing aging infrastructure in critical locations along the primary north-south route within Fort Collins. 		
Advantages		
<ul style="list-style-type: none"> This proposed scope change would use previously allocated funds to be used on intersections with greater priority 		
Disadvantages		
<ul style="list-style-type: none"> Previously identified intersections will continue to require improvement 		
Analysis/Recommendation		
<ul style="list-style-type: none"> Staff recommends TAC consider the proposed scope change and indicate whether the change is minor and can be completed through a TIP modification or if the change is major and requires review by Planning Council. 		
Attachments		
<ul style="list-style-type: none"> College Ave Signals BFO Offer 2021 Project Area Map 		

Rev. 11/28/2018



Offer 1.13: Enhancement: College Avenue Signal Improvements

Offer Type: Enhancement

2021: \$969,000 and 0.00 FTE, 0.00 Hourly FTE

Offer Summary

This offer will provide Transportation Capital Expansion Fee (TCEF) Program reserve funds to serve as part of the local match necessary to receive \$876,816 in federal grant funds awarded to the City. The remaining local match funds will be paid out of previously appropriated CCIP Arterial Intersection Funds.

This project will design and construct improvements to address traffic signal deficiencies at the following intersections:

- Columbia Road and South College Avenue
- Pitkin Street and South College Avenue
- Harvard Street and South College Avenue

The planned traffic signal improvements will help address growth-related deficiencies within Midtown Fort Collins by adding capacity to the existing transportation network. Additional capacity will be realized by increasing travel reliability and improving traffic flow.

Numerous developments adjacent to the Midtown segment of South College Avenue have created the need for capacity-related improvements. As the TCEF Program is the City's primary mechanism to ensure that new growth pays for its proportional impact on the City's transportation system, the use of TCEF Program reserves to support this project is appropriate.

This Offer supports the following Strategic Objectives (*the primary objective is marked with a ✓*):

- TM 6.1 - Improve safety for people using all modes of travel.
- ✓ TM 6.2 - Manage traffic congestion and improve high-priority intersections for all users.
- TM 6.5 - Maintain existing and aging transportation infrastructure and address missing facilities to meet community needs and expectations

Additional Information

- Transportation impact fees collected by the TCEF Program are eligible for use to fund or partially fund traffic signal improvements at one collector/arterial level intersection per mile. This offer is intended to assist funding improvements at the Columbia Rd/College intersection and Pitkin/College intersections; both collector/arterial level intersections.

Impact to Ongoing Expenses

- Funding this Offer will increase future ongoing expenses by an estimated annual amount of: \$7,500



Offer 1.13: Enhancement: College Avenue Signal Improvements

Offer Type: Enhancement

Scalability and explanation

This offer is not scalable as it is part of required local match funding which enables the City to receive federal grant funds.

Links to Further Details:

- Not applicable

Linkage to Strategic Objectives

(the primary objective is marked with a ✓)

- TM 6.1 - Improve safety for people using all modes of travel.: This offer will improve safety at these intersections with signal replacements and sidewalk improvements.
- ✓ TM 6.2 - Manage traffic congestion and improve high-priority intersections for all users.: This offer will address traffic congestion and capacity improvements at high priority intersections by updating the signal infrastructure.
- TM 6.5 - Maintain existing and aging transportation infrastructure and address missing facilities to meet community needs and expectations: This offer will replace aging infrastructure in critical locations along the primary north-south route within Fort Collins

Performance Metrics

- TRAN 21. Transportation Capital Projects On-Time and On-Budget
<https://publish.clearpointstrategy.com/594/Measures/scorecardId=7268&object=measure&objectId=104446.html>

Performance Measure Reason: Delivering the project on-time and on-budget will be monitored and tracked closely, as a large part of the funding is tied to federal grants that expire.

Explanation of Any Adjustments to Personnel Costs using object 519999

- Not applicable

Summary of Changes Requested by BFO Teams or the Budget Lead Team

- Not applicable

Offer Profile

Offer Owner: DWoodward

Lead Department: Engineering



1.13: Enhancement: College Avenue Signal Improvements

Enhancement to Programs and Services

		2021 Projected Budget
Full Time Equivalent (FTE) Staffing		-
Hourly (FTE)		-
Expenses		
563000 - Infrastructure		968,070
	560000 - Capital Outlay	968,070
591000 - Transfers to Funds		930
	590000 - Transfers Out	930
	Total Expenses	969,000
Funding Sources		
291-Transportation CEF Fund: Reserves	Reserve	92,795
292-Transportation Services Fund: Reserves	Reserve	205
400-Capital Projects Fund: Transfer/Other	Transfer/Other	876,000
	Funding Source Total	969,000

PROJECT AREA MAP FOR US 287 (COLLEGE AVENUE) INTERSECTION SIGNAL IMPROVEMENTS



LEGEND

ORIGINAL

PROPOSED

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: AnnaRose Cunningham

Date: July 21, 2021

Re: 2021 Call for Projects – Guidebook Elements

Background

In preparation for the 2024-2025 Call for Projects, staff is working on revising elements of the Guidebook to steer the Call process. Staff is requesting TAC review the schedule and funding estimates and provide input on the scoring criteria and request limits detailed in the attachments.

Schedule and Funding Estimates

Attachment 1 includes the proposed schedule for the Call for Projects as well as the current funding estimates, including the additional STBG and TA funding from FY2021 which Planning Council agreed to roll into the upcoming Call with approval of the Additional Allocations approved at the July Planning Council meeting.

Scoring

In late 2020 TAC members provided input on the upcoming Call for Projects via discussions at TAC meetings and a survey which was sent to TAC members and applicants from the 2018 Call for Projects. Several recommendations came out of the survey and discussions on how to revise the scoring criteria for STBG and CMAQ projects, including:

- Revising scoring criteria based on NFR Plans;
- Using subcriteria in the scoring of STBG and CMAQ, similar to TA scoring;
- Leverage Performance Measures and Targets;
- Adjusting scoring for small and large communities;
- Increasing points in CMAQ scoring for emissions benefit cost effectiveness and reduce/eliminate points for amount of benefit.

Staff has used this feedback to draft scoring criteria and subcriteria to address regional priorities and limit subjectivity in the scoring process. The draft criteria for each funding program are listed in **Attachments 2A-C**.

The NoCo Bike and Ped collaborative will discuss the TA scoring criteria at their meeting on July 14, 2021.



Request Limits

At the recommendation from TAC and Planning Council, STBG request limits will be set by retaining the population-based limits with each community being allowed to apply for at least \$1M. The proposed STBG Community Targets were calculated using current funding estimates for the FY2024-2025 Call for Projects and updated population estimates from 2019 are provided in **Attachment 3**.

Previous Calls for Projects have set CMAQ request limits as 50 percent of the total CMAQ funding available. During the July 2021 Planning Council meeting, Council agreed to set aside \$5M of CMAQ funding (the amount available in FY2025) for North I-25. Staff requests TAC discuss the following two options for CMAQ request limits:

Option 1: Allow each community to apply for up to 50 percent of the total CMAQ funding available before the North I-25 set aside. The total amount of funding available for CMAQ in 2024-2025 is **\$10,176,421** meaning each community could apply for up to **\$5,088,210**.

Option 2: Allow each community to apply for up to 50 percent of the amount of CMAQ funding available for award after the I-25 Set aside. The amount of funding available for award is **\$5,176,421** meaning each community could apply for up to **\$2,588,210**.

Action

Staff requests TAC members review the scoring criteria, proposed Call for Projects schedule, funding estimates and STBG Community Targets and CMAQ request limits and be prepared to discuss and provide direction to Staff on the Call for Projects Guidebook development.



Attachment 1

Proposed Call for Projects Schedule

Activity	Date
TAC Discussion on Call for Projects Process	Wednesday, August 18, 2021
Planning Council Discussion on Call for Projects Process	Thursday, September 2, 2021
TAC Action on Call for Projects Process	Wednesday, September 15, 2021
Planning Council Action on Call for Projects Process	Thursday October 7, 2021
Call for Projects Opens	Friday October 8, 2021
TAC Call for Projects Application Presentation	Wednesday October 20, 2021
CMAQ Project Descriptions and ITS Descriptions Due	Friday October 29, 2021
Mini-Applications Due to CDOT	Friday October 29, 2021
NFR creates and sends AQ data forms to Applicants	Wednesday November 3, 2021
CDOT provides review to applicants	Friday, November 12, 2021
CMAQ Air Quality Data Due	Wednesday, November 17, 2021
NFR completes emissions calculations and sends to applicants	Wednesday December 1, 2021
Applicants notify NFR of concerns with emissions calculations	Friday, December 10, 2021
CMAQ, STBG, and TA Applications Due	Friday, December 10, 2021
CMAQ and STBG Scoring Committee	December 15-18, 2021 or January 4-7, 2022
Non-Motorized TA Project Scoring Meeting by NoCo Bike and Ped	December 15-18, 2021 or January 4-7, 2022
NFRMPO Develops Project Funding Phasing Plan	Wednesday January 12, 2021
TAC Discussion of Recommended Projects – Staff Presentation	Wednesday, January 19, 2022
Council Discussion of Recommended Projects – Applicant Presentations	Thursday, February 3, 2022
TAC Action on Recommended Projects	Wednesday, February 16, 2022
Council Action on Recommended Projects	Thursday, March 3, 2022



Current Funding Estimates

Funding Program	2024-2025 Subtotal	2021 Funds	Total	Set-Asides	Final Total
CMAQ	\$10,176,421	\$ -	\$10,176,421	\$5,000,000	\$5,176,421
STBG	\$7,844,471	\$ 2,276,057	\$10,120,528	\$50,000*	\$10,070,528
TA	\$517,072	\$ 85,264	\$602,336	\$ -	\$602,336

** \$25,000 per year set-aside for the Regional Air Quality Council (RAQC) for Ozone modeling was approved by Planning Council in October 2018 with the first set-aside taken into effect during the FY2022-2023 Call for Projects.*

Updates for 2021 Call are listed in red

CMAQ Scoring Criteria	Possible Points
Cost Effectiveness: Cost of project divided by total emissions benefit of the life of the project*	60
<i>\$20/ton</i>	<i>60</i>
<i>\$450/ton</i>	<i>50</i>
<i>\$1,500/ton</i>	<i>40</i>
<i>\$10,000/ton</i>	<i>30</i>
<i>\$2,000,000/ton</i>	<i>20</i>
Contribution to Achievement of Targets	30
<i>PM1: Highway Safety</i>	<i>3</i>
<i>PM 2: Pavement and Bridge Condition</i>	<i>3</i>
<i>PM 3: System performance</i>	<i>15</i>
<i>Percent of person-miles traveled on Interstate system that are reliable</i>	
<i>Percent of person-miles traveled on non-Interstate system that are reliable</i>	
<i>Truck travel time reliability index (TTTRI)</i>	
<i>Volatile Organic Compounds (VOCs) Reduction</i>	
<i>Carbon Monoxide Reduction</i>	
<i>Nitrogen Oxides Reduction</i>	
<i>New: Congestion mitigation/non-sov travel</i>	
<i>Transit (Asset Management and/or Safety)</i>	<i>6</i>
<i>Regional Performance Measures</i>	<i>3</i>
<i>OR</i>	
<i>Project will contribute to the achievement of multiple targets OR project will greatly contribute to the achievement of one target</i>	<i>30</i>
<i>Project will marginally contribute to the achievement of one or more targets</i>	<i>15</i>
<i>Project will minimally contribute to the achievement of one or more targets</i>	<i>5</i>
CMP	10
<i>Includes CMP Strategies Tier 1-3</i>	
<i>Includes CMP Strategies Tier 4-6</i>	
TOTAL	100

Updates for 2021 Call are listed in red

References for CMAQ Scoring Criteria

General Equation for Cost-Effectiveness

Cost Effectiveness = Project Cost / (Emissions Reductions * Project Lifetime)

Examples of Project Life Periods for Project Evaluation (FHWA - CMAQ Improvement Program Cost-Effectiveness Tables Development and Methodology*)

Category	Project Life Expectancy (Years)
Traffic Flow Improvements	10-20
Shared Ride Programs – Operational	1-2
Shared Ride Programs – Infrastructure	12
Travel Demand Management	1-2
Bicycle/Pedestrian Facilities	15
Transit Improvements – Operational/Amenities	1-2
Transit Improvements – Infrastructure	10-30
Technology Improvements (New Transit Vehicles)	4
Dust Mitigation	20
Freight/Intermodal	20
Engine Retrofits	Varies

*Methodology for Project Cost Effectiveness and Examples of Project Life periods for Project Evaluation table taken from the report produced by FHWA "Congestion Mitigation and Air Quality (CMAQ) Improvement Program: 2020 Cost Effectiveness Tables Update". The full report can be found at the following link:

https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/reference/cost_effectiveness_tables/fhwahep20039.pdf

CMP Strategies

- Tier 1 Reducing Trip Generation and Shortening Trips
- Tier 2 Encouraging Shift to Alternative Modes of Transportation
- Tier 3 Increasing Vehicle Occupancy and Shifting Travel Times
- Tier 4 Improving Roadway Operations without Expansion, including ITS
- Tier 5 Traffic Incident Management
- Tier 6 Roadway Capacity

Updates for 2021 Call are listed in red

STBG Scoring Criteria	Subcriteria	Small Communities	Large Communities
Safety:			
	Project achieves a reduction in traffic fatalities and serious injuries	30	30
	<i>Project contributes to achievement of PM1: Highway Safety Targets</i>	<i>15</i>	<i>15</i>
	<i>Project includes FHWA Proven Safety Countermeasures (see Guidebook)</i>	<i>15</i>	<i>15</i>
	or		
	<i>The project's primary intent is to improve safety of the transportation system (maximum points)</i>	<i>30</i>	<i>30</i>
	<i>The project's secondary intent is to improve safety (partial points)</i>	<i>20</i>	<i>20</i>
	<i>it is not a major goal of the project (minimum points)</i>	<i>10</i>	<i>10</i>
	<i>The project has no intention to improve the safety of the transportation system (no points)</i>	<i>0</i>	<i>0</i>
Mobility:			
	Project improves the multi-modal system and/or addresses congestion, reliability, and continuity.	20	25
	<i>Project adds bike/pedestrian facilities in accordance to strategies and guidance within the Active Transportation Plan</i>	<i>4</i>	<i>5</i>
	<i>Project increases the share of people using transit by investing in projects that improves existing transit facilities or adds new transit facilities</i>	<i>4</i>	<i>5</i>
	<i>Project improves efficiency through ITS or operational improvements (contributes to Regional Performance Measure: Miles of Fiber for Connected Roadways)</i>	<i>2</i>	<i>3</i>
	<i>Project contributes to the achievement of Regional Performance Measures: Non-motorized facility miles, percent of Non-Single Occupant Vehicle Miles, Daily VMT Per Capita, travel time index on RSCs, Fixed Route Revenue Hours per Capita within Service Areas</i>	<i>3</i>	<i>4</i>
	<i>Project contributes to PM 3: System Performance</i>	<i>3</i>	<i>4</i>
	<i>Includes CMP Strategies Tier 1-3</i>	<i>3</i>	<i>3</i>
	<i>Includes CMP Strategies Tier 4-6</i>	<i>1</i>	<i>1</i>

Updates for 2021 Call are listed in red

System Preservation:		
Project maintains the current system based on current pavement and bridge condition or contributes to state of good repair targets for transit	15	10
<i>Project contributes to PM 2: Pavement and Bridge Condition on NHS</i>	<i>5</i>	<i>3.3</i>
<i>Project contributes to maintaining or increasing the pavement or bridge condition on non-NHS roads</i>	<i>5</i>	<i>3.3</i>
<i>Project contributes to Transit Asset Management Targets</i>	<i>5</i>	<i>3.3</i>
Partnerships:		
Project sponsored by at least two agencies contributing at least 10% of the local match requirement	10	10
<i>Partnerships meet or exceed the 10% project cost partnership requirement</i>	<i>10</i>	<i>10</i>
<i>Project includes partnerships that are below the 10% project cost partnership requirement</i>	<i>2</i>	<i>2</i>
Environmental Justice:		
Project has positive impact on Census Tracts identified as higher than regional average of minority or low-income populations	20	20
<i>Project addresses transportation issues in Environmental Justice (EJ) Areas or Communities of Concern (COC)</i>	<i>5</i>	<i>5</i>
<i>Project scope includes mitigation strategies to offset undue burdens and/or has been vetted through local public involvement processes</i>	<i>5</i>	<i>5</i>
<i>Project improves multimodal access in an equity emphasis area (i.e. EJ area)</i>	<i>5</i>	<i>5</i>
<i>Project contributes to environment and health and provides vulnerable populations with active transportation options and mitigate negative environmental impacts</i>	<i>5</i>	<i>5</i>
Economic Development:		
Project leads to improvements for EJ areas, businesses, and the freight network	5	5
<i>Project located/addresses congestion on Colorado Freight Corridors (CFCs)</i>	<i>2.5</i>	<i>2.5</i>
<i>Project addresses top segments for truck delay in the state (See Freight Northern Colorado (FNC))</i>	<i>2.5</i>	<i>2.5</i>
Total	100	100

Updates for 2021 Call are listed in red

References for STBG Scoring Criteria**CMP Strategies**

Tier 1	Reducing Trip Generation and Shortening Trips
Tier 2	Encouraging Shift to Alternative Modes of Transportation
Tier 3	Increasing Vehicle Occupancy and Shifting Travel Times
Tier 4	Improving Roadway Operations without Expansion, including ITS
Tier 5	Traffic Incident Management
Tier 6	Roadway Capacity

Updates for 2021 Call are listed in red

TA Scoring Criteria	Subcriteria	Points
Enhance Safety		20
	<i>Provides a shared use path or enhanced separation /protection from motorized vehicles</i>	8
	<i>(1 2-foot paved path, protected bike lane = 8 points)</i>	
	<i>Provides safe crossing at railroad, roadway or waterway</i>	6
	<i>Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.)</i>	6
Maximize Transportation Investment / Network Connectivity Improvement		20
	<i>Closes gap between two existing facilities or extends existing facility</i>	6
	<i>Project will include installation, maintenance, and monitoring of bike/ped counting device consistent with regional and state counting systems. Project sponsor will share data regularly with the NFRMPO and CDOT for the benefit of the region.</i>	4
	<i>Increases access to school, or existing activity center such as a park, library, transit station, park and ride, etc.</i>	6
	<i>Enhances wayfinding; i.e. signage or systems used to convey location and directions to non-motorized transportation users</i>	4
Improve State and Regional Economy		10
	<i>Provides better access to employment locations</i>	5
	<i>Supports tourism activities</i>	5
Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health		12
	<i>Provides access to public lands (land owned by a government entity)</i>	3
	<i>Project connects to or is within a ½ mile of a downtown or "Main Street" area</i>	3
	<i>Project is located within a ½ mile of a Census Tract with an active transportation (bike or walk) commute mode share below the NFRMPO regional average</i>	6
Provide Transportation Equity		12
	<i>Project is located within a ½ mile of an EJ Low Income AND Minority Block Group (Yes = 3, No = 0)</i>	3
	<i>Project is located within a ½ mile of an EJ Low Income OR Minority Block Group (Yes = 3, No = 0)</i>	3
	<i>Project is located within a ½ mile of a designated Community of Concern (Yes = 2, No = 0)</i>	2
	<i>This project is compliant with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) (Yes = 4, No = 0)</i>	4
Project Readiness		6
	<i>To ensure expenditure of TA funds between FY2024 and FY2025, the project sponsor has identified additional local or non-local funds necessary to complete the project, and/or the project can be phased</i>	6
Integration with Plans and Community Documented Support		20
	<i>Project is consistent with the Regional Active Transportation Corridor Visions in Chapter 4 of the 2021 Regional Active Transportation Plan (ATP) (including preferred and alternative alignments, key local connection needs, crossing needs, etc.)</i>	10
	<i>Project is consistent with local plans</i>	10
TOTAL		100

STBG Community Targets							
	Community	2019 Population (DOLA)	Percent of Total Population	Percent of Large Communities Population	Population-based Target	Allowable Additional 30%	Maximum Federal Request
Small Communities	Berthoud	8,939	1.7%	-	\$171,023	-	\$171,023
	Eaton	5,707	1.1%	-	\$109,187	-	\$109,187
	Evans	21,104	4.0%	-	\$403,765	-	\$403,765
	Garden City	248	0.0%	-	\$4,745	-	\$4,745
	Johnstown	15,106	2.9%	-	\$289,011	-	\$289,011
	LaSalle	2,337	0.4%	-	\$44,712	-	\$44,712
	Milliken	8,113	1.5%	-	\$155,219	-	\$155,219
	Severance	6,235	1.2%	-	\$119,289	-	\$119,289
	Timnath	4,915	0.9%	-	\$94,035	-	\$94,035
	Weld County	14,620	2.8%	-	\$279,712	-	\$279,712
	Windsor	31,815	6.0%	-	\$608,690	-	\$608,690
	<i>Small Community Set-Aside Fund</i>						\$1,139,694
	Small Community Total	119,139	22.6%	-	\$2,279,389	-	\$3,419,083
Large Communities	Fort Collins	170,318	32.4%	41.8%	\$2,781,890	\$834,567	\$3,616,457
	Greeley	108,633	20.6%	26.7%	\$1,774,358	\$532,307	\$2,306,665
	Loveland	77,553	14.7%	19.0%	\$1,266,712	\$380,014	\$1,646,726
	Larimer County	50,723	9.6%	12.5%	\$828,484	\$248,545	\$1,077,030
	Large Community Total	407,227	77.4%	100.0%	\$6,651,445	\$1,995,434	\$8,646,879
Total		526,366	100.0%	-	\$8,930,834	-	\$12,065,962

Small communities (those with a population of 50,000 or less) may apply for the small community set-aside fund in addition to their population-based target. The fund is equal to 50 percent of the cumulative population-based small community targets. Small communities may also apply to partner with large communities. The overall target for small communities is the sum of their population-based targets and the set-aside fund.

Large communities (those with a population over 50,000) may apply for up to thirty percent additional funding beyond their population-based target. The overall target for large communities is the sum of their population-based targets.

Small Communities Overall Target	\$3,419,083
STBG Funding Percent	34.0%
Population Percent	22.6%

Large Communities Overall Target	\$6,651,445
STBG Funding Percent	66.0%
Population Percent	77.4%

RAQC Ozone Modeling Set-Aside	\$50,000
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TOTAL FY24 & FY25 STBG FUNDING*	\$10,120,528
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**EXECUTIVE SUMMARY of the
North Front Range Transportation and Air Quality Planning Council
July 1, 2021**

Move to Approve Agenda and Minutes:

Stephens **moved** to *APPROVE THE JULY 1, 2021, MEETING AGENDA AS SUBMITTED* and *APPROVE THE JUNE 3, 2021 MEETING MINUTES AS SUBMITTED*. The motion was **seconded** by Baszler and **passed** unanimously.

**LEAD PLANNING AGENCY FOR AIR QUALITY
REPORTS**

NFRMPO Air Quality Program Updates

Bornhoft stated CDOT is leading the development of Greenhouse Gas (GHG) budgets for state and MPO transportation plans. The budgets will be established through a formal rulemaking process of the Transportation Commission (TC) instead of through an AQCC rulemaking.

In late May, the EPA notified the State of Colorado it intends to modify the boundary of the 8-hour Denver Metro/North Front Range (DM/NFR) Nonattainment Area for the 2015 ozone standard to include all of Weld County. A 30-day public comment period regarding the boundary changes opened on June 14, 2021. James stated Weld County intends to submit a letter to EPA requesting a postponement of the designation to allow data from the recently established air quality monitors in Weld County to be evaluated. Planning Council members expressed interest in writing a letter of support requesting a postponement of the designation.

ACTION ITEMS

NFRMPO ETRP Pre-Hearing Statement

Bornhoft stated the NFRMPO was granted party status for the AQCC rulemaking on GHG emissions from the transportation sector, which includes the proposed Employee Traffic Reduction Program (ETRP) in Regulation 22. The NFRMPO can provide testimony at the hearing and a Pre-Hearing Statement is due to AQCC by July 9, 2021. In a draft ETRP Pre-Hearing Statement, the NFRMPO is proposing making employer participation voluntary with no civil penalties for non-compliance, creating tiered Single Occupant Vehicle (SOV) rates based on location, improving economic impact assessment (EIA) inputs to better understand economic impacts, revisions to address the limited applicability of the ETRP strategies, and revisions to improve definition and clarity. Planning Council members expressed support for the NFRMPO's Pre-Hearing Statement as presented. The AQCC rulemaking hearing is scheduled for August 18-20, 2021.

METROPOLITAN PLANNING ORGANIZATION (MPO) AGENDA

CONSENT ITEMS

Active Transportation Plan (ATP)

2021 Q1 Unaudited Financial Statements

Stephens **moved** to *APPROVE THE CONSENT AGENDA*. The motion was **seconded** by Baszler and **passed** unanimously.

ACTION ITEMS:

FY2021 STBG and TA Additional Funding

Stephens **moved** to approve *RESOLUTION 2021-17 APPROVING ADDITIONAL ALLOCATIONS OF FY2021 SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDS TO PROJECTS SELECTED IN THE 2018 CALL FOR PROJECTS AND ROLLING ADDITIONAL STBG AND TRANSPORTATION ALTERNATIVES (TA) FUNDS INTO THE UPCOMING FY2024-2025 CALL FOR PROJECTS*. The motion was **seconded** by Arndt and **passed** unanimously.

DISCUSSION ITEMS:

2021 Call for Projects Discussion

Cunningham summarized TAC recommendations in three areas for the 2021 Call for Projects. In the first area, TAC recommends a \$5M I-25 set-aside from the CMAQ program. This amount leaves half the CMAQ program and the entire STBG program for local project applications. The TAC suggests reassessing the need for the set-aside closer to the funding year. Planning Council members expressed support for this recommendation. In the second proposal, TAC recommends revising the CMAQ and STBG scoring criteria to ensure multimodal projects can be competitive rather than creating a bicycle and pedestrian percentage set aside program. Planning Council members expressed support for this recommendation. In the third area, TAC recommends retaining population-based STBG request limits and allowing all communities to apply for at least \$1M while retaining the existing minimum allowable project request of \$100k. Planning Council members also expressed support for this recommendation.

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

July 8, 2021

Attendees: Louisa Andersen, Jamie Baker Roskie, Erin Berquist, Kevin Borchert, Kathleen Bracke, AnnaRose Cunningham, Alex Gordon, Andy Karsian, Anna Kelso, Amber Lane, Diego Lopez, Kathleen Mitchell, Cliff Moore, Hunter Rivera, Ruthie Rollins, Gary Strome

Transportation Commission

Kathleen Bracke, Transportation Commissioner, presented on the purpose of the 11-member Colorado Transportation Commission (TC). She represents District 5, which includes Larimer, Weld, and Morgan counties. Commissioners apply for the four-year position, which is approved by the Governor. Each month, the TC holds a regular meeting as well as a workshop. TC guides policy for CDOT based on the Statewide Transportation Plan.

SB260 and Colorado Transportation Funding

Andy Karsian, CDOT State Government Liaison, described the State funding available for CDOT to use for maintenance and expansion. CDOT staff undertakes maintenance of the State transportation system as well as engineering. CDOT staff does not construct new facilities; rather, this is performed by private companies hired by CDOT. Funding for transportation has had to compete with other important priorities like healthcare and education, meaning CDOT has had difficulty planning long-term and addressing a backlog of needs. This was exacerbated by the pandemic, which curtailed available funding.

Senate Bill (SB) 21-260 passed the General Assembly this summer, leading to nearly \$5.4B in new funding over the next 10 years. This new funding will be collected through new fees and will support four new enterprises. SB21-260 also mandates additional planning requirements for CDOT and MPOs and requires additional outreach to vulnerable populations.

The CAC asked questions about new and changing technology, training related to electrification, resiliency, differences between urban and rural priorities and available services, and alternative fuels like compressed natural gas (CNG). The group was interested in discussing these further in the future.

Subcommittees

Cunningham proposed three long-term subcommittees for the CAC as well as a short-term subcommittee: Long Range Planning, Outreach and Inclusive Planning, and Active and Non-Single Occupancy Vehicle (SOV) Transportation; and Call for Projects. The groups would meet quarterly and would report back to the full CAC with what they discussed and addressed in their meetings. Each subcommittee should be between 5 and 8 people to ensure good and useful conversation. Cunningham will send out a Google Form for people to use to sign up for subcommittees.

The meeting adjourned at 7:35 p.m. The next meeting date will be September 9.

Weld County Mobility Committee (WCMC)—MINUTES
June 22, 2021
1:35 p.m. – 2:48 p.m.

1. Call Meeting to Order, Welcome and Introductions

- Lisa Bitzer, Via Mobility Services
- Steve Teets, WAND
- Celeste Ewert, Envision
- Julie Glover, Adeo
- Moira Moon, CDOT
- Margie Martinez, United Way 211
- Janet Bedingfield, 60+ Ride
- Dan Betts, Congressman Buck's Office
- Will Jones, GET
- Jeffrey Prillwitz, CDOT
- Chris Baker, Via Mobility Services
- Robyn Upton, Greeley Citizens Bus Improvement Committee

NFRMPO staff: Alex Gordon, Cory Schmitt, Hanna Johnson

2. Review of Agenda

3. Public Comment (2 minutes each)

4. Approval of April 27, 2021 Meeting Minutes

Teets motioned to approve the April 27, 2021 minutes. Ewert seconded the motion, and it was approved unanimously.

ANNOUNCEMENTS

Ewert asked the group if there were any local or regional transportation surveys. One survey she was aware of is the Greeley on the Go Master Plan transportation survey. Teets mentioned that NFRMPO has an open [survey regarding the Coordinated Plan](#). Teets requested that the survey from the NFRMPO last longer. Jones mentioned that the Greeley on the Go plan survey just closed, and they received more responses than anticipated. Teets requested that Jones provide the results of the Greeley survey and that Gordon provide survey results for the NFRMPO Coordinated Plan survey.

Gordon announced that the Environmental Justice Plan was adopted by NFRMPO. Teets requested a copy of the final EJ Plan.

PRESENTATIONS

Bustang Outrider– Prillwitz presented about the new Sterling-Greeley-Denver Route. Teets suggested that the service go into Loveland to connect the region better. Prillwitz noted that the funding is for rural communities, so it is difficult to run the service between two urbanized areas. Prillwitz noted that phase 4 of Outrider will be examined in Fall 2021, so CDOT will be examining how to improve Outrider routes. The route will be stopping at both UC Health and Northern Colorado Medical Center in Greeley. Prillwitz noted that there will be a follow up meeting in all the communities; these meetings are not yet scheduled. The full presentation will be attached to these minutes.

DISCUSSION ITEMS

Coordinated Plan/LinkNoCo – Gordon shared that the Coordinated Plan update is still in progress. There is a survey for the Coordinated Plan update that is live, and a video that details more about the



Coordinated Plan update on the NFRMPO's YouTube channel. LinkNoCo is the new name for the North Front Range Premium Transit Analysis. This analysis examines transit "above" a local bus (BRT, Express Bus, Rail, etc.). This analysis sought to answer how to better connect the region and make a transit network between communities. The analysis will evaluate different governance and funding models. Premium transit aims to be fast, multimodal, and reliable. There will be a policy advisory group composed of Planning Council members that will advise LinkNoCo. There will also be a Guidance Committee composed of staff; Schmitt will likely sit on that Guidance Committee to represent the Mobility Committees. The full presentation can be found in the meeting packet

NFRMPO & RideNoco Update – Schmitt introduced the new Mobility Coordinator, Hanna Johnson. Schmitt announced that RideNoCo is seeking beta testers for the website. The Rider's Guide has been updated, and Schmitt shared the updated Rider's Guide with the group for feedback. If WCMC members have feedback on the Rider's Guide, please email mobility@nfrmpo.org. Teets requested a few copies and suggested that the Rider's Guide be shared with the Weld County AAA and Larimer County Office on Aging. Martinez request that this information be updated for 211. More formal feedback and updates about RideNoCo will occur at the regional mobility meeting in August.

Expansion of Via Mobility Services –Schmitt announced that the Via Pilot to service rural southwestern Weld County and southeastern Larimer County will start on August 2, 2021. Bitzer stated that there is an open survey to give the pilot a better idea of what destinations the pilot will service. The service is free and open to the general public within the service area. The pilot will operate from August 2, 2021 through December 31, 2021. Schmitt noted that the resident must live in the blue area defined by the service area map. The survey can be accessed [here](#), and the press release can be accessed [here](#).

Post-Pandemic Ridership Outlook– Ewert received feedback from Colorado Health Care Policy & Financing (HCPF) that full capacity on vehicles is allowed with vaccinated individuals and unvaccinated individuals with masks. Bedingfield shared that 60+ Ride has also relaxed mask requirements for both riders and drivers, but drivers and riders are instructed to wear masks if requested by the other for comfort. Glover noted Adeo has increased capacity in their vehicles too. Greeley Evans Transit (GET) continues to require masks, but buses can run at full capacity; GET ridership is half of what was pre-pandemic, but ridership is steadily increasing. Via does not have any capacity restraints, but masks are still required; their ridership is about half of what it was pre-pandemic, and they are having issues hiring drivers.

GREELEY EVANS TRANSIT NEWS AND UPDATES

Jones announced that GET has a new Transit Manager Melvin Barkley. He will begin in July.

WCMC MEMBER REPORTS

- There were no other updates from WCMC members.

Final Public Comment (2 minutes each)

5. Next Month's Agenda Topic Suggestions

- a) Topics for next WCMC meeting in October include ridership updates on the Via Mobility pilot, results from NFRMPO surveys and 2021 Planning Council updates.

6. Adjourn



- a)** Ewert motioned to adjourn the meeting at 2:48 pm. Teets seconded. The Joint Mobility Committee will be August 24, 2021 and the WCMC meeting will be October 26, 2021.



Connecting You & Northern Colorado: Mobility Newsletter

[Visit our Website](#)

The Mobility Newsletter is now Connecting You & Northern Colorado!

In this Issue:

- Welcome Hanna Johnson, Mobility Coordinator
- RideNoCo: One Call/One Click Center Updates
- DriveNoCo: Paid & Volunteer Driving Opportunities
- Bustang Adding New Service
- Cycling Without Age
- COVID Vaccination Transportation
- Coordinated Plan Update - Video and Poll
- Via Mobility Services Southwestern Weld & Southeastern Larimer County Pilot
- Get Involved: Calendar, Meeting Details

Read on for the latest mobility updates in Northern Colorado.

Welcome Hanna Johnson!

Welcome Hanna Johnson, the NFRMPO's new Mobility Coordinator! Hanna joins the NFRMPO after serving as a Planner with Jefferson County Planning and Zoning. Hanna brings experience both with multimodal transportation and land-use planning. She is fascinated by the interconnected relationship between mobility, the built environment, health, community services, and public policy.

Growing up in Greeley and then attending Colorado State University, Hanna is passionate about the mobility outcomes within the MPO's region. While at CSU, she served as the chairperson for the student government's Alternative Transportation Fee Advisory Board (ATFAB). In this role, she facilitated partnerships across the region to improve mobility outcomes for the CSU student body, ensuring students were at the table for projects like the Poudre Express regional bus route.



Hanna's main task will be assisting with the development of NFRMPO's One Call/One Click Center based on the [Larimer County Senior Transportation Implementation Plan](#) to empower residents of Northern Colorado with a centralized hub to find and access the best transportation options to meet their needs. The One Call/One Click Center is funded through the Multimodal Options Funds (MMOF) program and was approved by the NFRMPO Planning Council in January 2020.

Hanna can be reached at hjohnson@nfrmpo.org or (970) 672-0677.

RideNoCo: One Call/One Click Center Updates

The *RideNoCo* website is currently under development with an anticipated completion date of early August 2021. To ensure functionality, accessibility and inclusivity, the NFRMPO is looking for beta testers across different communities, abilities, and identities.

Interested in providing feedback? Please reach out via:

- Email: mobility@nfrmpo.org
- Phone: (970) 514-3636

In the News: [The NoCo Optimist: "New One Click/One Call Center and RideNoCo to help Weld County seniors get rides simply"](#)

DriveNoCo

Are you a driver looking for a new employment opportunity? Or maybe a community member eager to help a neighbor in need? DriveNoCo is your resource to find paid and volunteer driving opportunities in Northern Colorado. Serve your community by helping people get where they want and need to go!



Volunteer Driving Opportunities:

[60+Ride](#)

[RAFT](#)

[SAINT](#)

Paid Driving Opportunities:

GET: [Part Time](#) & [3/4 Time](#)

[Heart&Soul](#)

[Transfort](#)

[zTrip](#)

[Via Mobility Services](#)

Bustang Adding New Service

Bustang will be adding service along the following routes:

- [Sterling to Greeley/Denver - Summer 2021](#)
 - [New Service](#)
- [Fort Collins/Loveland to Denver](#)
 - [Additional Service](#)
- [Estes Park to Denver - Summer 2021](#)
 - [New Service](#)



at this time:

- Face masks are required for drivers and passengers.
- Additional personal protective equipment issued for drivers.
- Hand sanitizer wipes are offered to passengers upon entry.
- Coaches are cleaned and disinfected upon completion of each route.



Cycling Without Age

[Cycling Without Age](#) has started a Northern Colorado chapter, with rides provided in Weld County along the Poudre Trail. This program offers free trishaw bike rides to seniors that would like to visit regional trails and feel the "wind in their hair." Rides are offered on weekdays during the summer season.

[Learn More](#)
[Schedule Your Ride Today](#)
[Become A Pilot](#)
[In the News](#)

COVID Vaccination Transportation

RideNoCo continues to connect individuals in need of transportation to and from COVID-19 vaccine appointments across Larimer and Weld counties. Through partnerships with the Larimer County Office on Aging and the Weld County Area Agency on Aging, individuals over the age of 60 and/or over the age of 18 with a disability should not have to pay for transportation to their COVID vaccination appointments. In Larimer County, a partnership with the Larimer County Office of Emergency Management and local taxi operator zTrip allows healthy adults between the ages of 18-59 to also receive transportation to and from their vaccinations free of charge.

As of June 18, 2021, *RideNoCo* has received 43 calls, 32 requests for transportation and has fulfilled at least 24 of these requests.

To request a ride to a COVID vaccination appointment, please [fill out the request form here](#) or call *RideNoCo* at (970) 514-3636 between the hours of 8am and 5pm, Monday through Friday. We recommend providing at least 24 hours' notice before the scheduled vaccination appointment time.

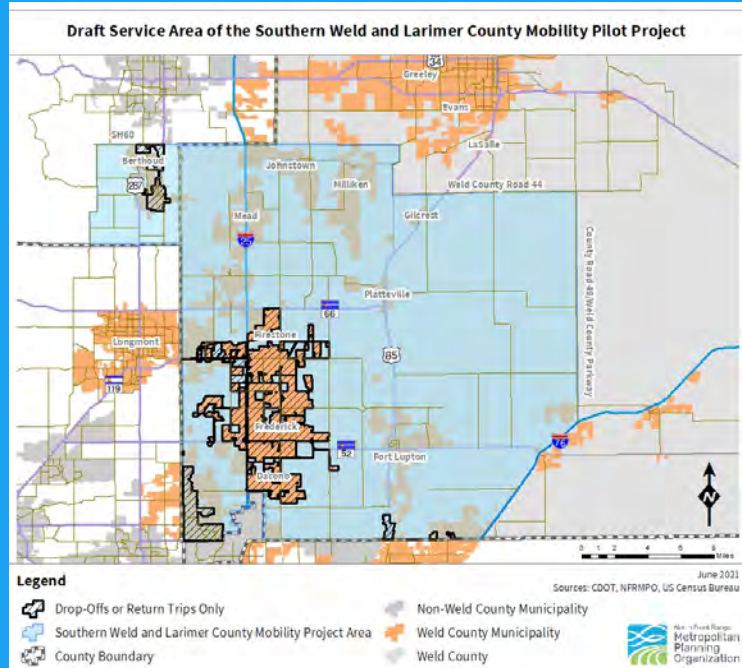
Coordinated Plan Update



The NFRMPO continues to work on the update to the Coordinated Public Transit/Human Services Transportation Plan. To learn more about the Coordinated Plan, watch this [quick video](#) explaining its purpose and process. To provide feedback, please fill out this [quick survey](#). Make sure to check out our [Mobility page](#) for more information.

Via Mobility Piloting New Service in Southwestern Weld and Southeastern Larimer Counties

Beginning August 2nd, 2021, Via Mobility Services, a non-profit transportation provider based in Boulder, will launch a pilot program serving people and communities in rural portions of southwestern Weld County and southeastern Larimer County as defined by the blue service area in the map. The new pilot service will be available to those residing in or near the municipalities of Mead, Johnstown, Milliken, Gilcrest, Platteville, Fort Lupton, Lochbuie, and portions of the Berthoud area. Via will transport individuals to destinations within the defined service area as well as surrounding locations such as Brighton, Boulder County, and potentially Greeley and Loveland.



Residents in the service area can fill out the [Via Pilot Survey](#) to give feedback about the upcoming service. Survey results will guide which destinations the pilot will serve.

The pilot service will be free, wheelchair accessible, and open to the general public, regardless of age or ability. Operating hours will be Monday-Friday, 8am to 3:30 pm.

Take the Via Pilot Survey Here

Get Involved with NFRMPO



North Front Range
**Metropolitan
Planning
Organization**

See what's happening at the NFRMPO and join us virtually at one of our upcoming events or meetings. For a comprehensive and up to date calendar of events, visit <https://nfrmpo.org/calendar>, and to download meeting materials, visit <https://nfrmpo.org/meeting-materials>.

Due to the current circumstances regarding COVID-19 many meetings are being conducted virtually or a hybrid of virtual and in person. Please check our [Events Calendar](#) for the most up to date information.

Upcoming Mobility Meetings

July 2021						
Su	M	T	W	Th	F	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

August 2021						
Su	M	T	W	Th	F	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September 2021						
Su	M	T	W	Th	F	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

 LCMC	 Joint Meeting
 WCMC	 MAPG

Special Meeting:

Joint Regional Mobility Committee Meeting
on August 24th from 1:00 to 4:00pm at the Windsor-Severance Library

The Joint Regional Mobility Committee Meeting will bring together the Weld County Mobility Committee and Larimer County Mobility Committee to provide feedback on the update to the Coordinated Public Transit/Human Services Transportation plan, learn more about the roll out of RideNoCo, and continue enhanced communication and coordination between providers across county and municipal lines. More details to come.

Recurring Meetings:

Mobility and Access Priority Group (MAPG)
(formerly the Senior Transportation Coalition) meets the first Thursday every other month (February) at 1:30 p.m. Meetings are currently being held virtually.

Larimer County Mobility Committee (LCMC)
meets the third Thursday every other month (January & March) at 1:30 p.m. Meetings are currently being held virtually.

Weld County Mobility Committee (WCMC)
meets the fourth Tuesday every other month (February) at 1:30 p.m. Meetings are currently being held virtually.





RIDE
NOCO



CONTACT:

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(970) 999-0072

Lyndsy Morse

lmorse@viacolorado.org

(303) 473-2882

- For Immediate Release -

Press Release

NFRMPO and Via Mobility Services seeking feedback for transportation pilot program that will provide service in southwestern Weld County and southeastern Larimer County.

Larimer County and Weld County, Colorado— Beginning August 2, 2021, [Via Mobility Services](#), a non-profit transportation provider based in Boulder, will launch a pilot program serving people and communities in rural portions of southwestern Weld County and southeastern Larimer County as detailed in the project area [map](#). Partners are currently [seeking feedback](#) to assess the transportation needs of potential riders in the region. The results of [this survey](#) will guide the final decision on the specific service offerings for this pilot. All survey responses should be provided prior to Sunday, August 1, 2021.

This pilot service will be available to those residing in or near the municipalities of Mead, Johnstown, Milliken, Gilcrest, Platteville, Fort Lupton, Lochbuie, and portions of the Berthoud area. Via will transport individuals to destinations within the defined service area as well as surrounding locations such as Brighton, Boulder County, and potentially Greeley and Loveland. The pilot will be free and open to the general public, including individuals utilizing a mobility device, through the end of 2021. Operating hours will be Monday-Friday, 8:00 am to 3:30 pm. Once the pilot period is concluded, Via and partner organizations will assess the level of demand and funding necessary to continue the service. NFRMPO and Via will provide additional information about the service, including how to book a ride, in July with a follow up announcement.

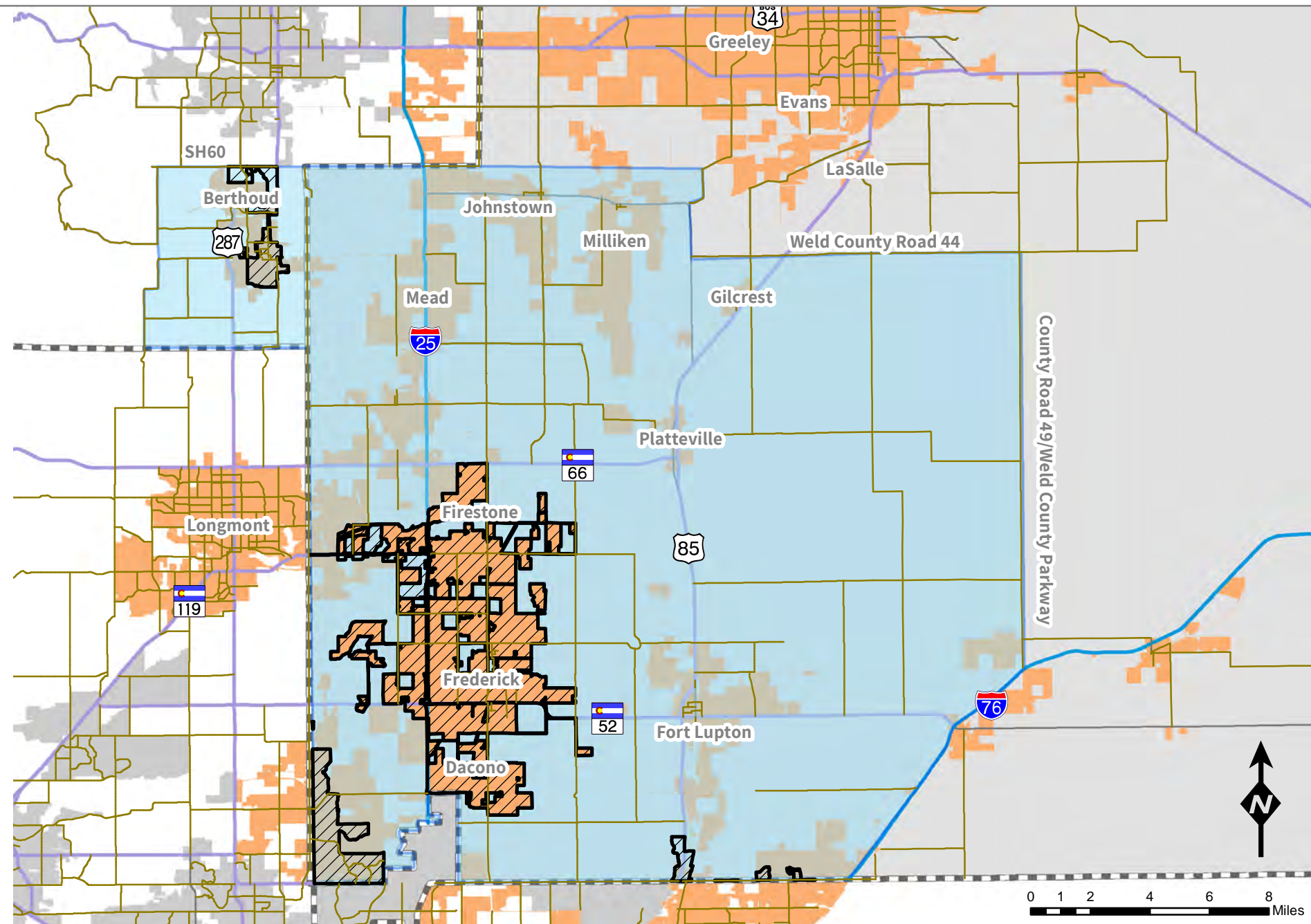
The [North Front Range Metropolitan Planning Organization](#) (NFRMPO)'s One Call/One Click Center and expanded mobility program, *RideNoCo*, was developed to enhance coordination among transportation providers and address gaps in service across the Northern Colorado region, especially in underserved rural portions of Larimer and Weld counties. The NFRMPO's Weld County and Larimer County Mobility Committees provided a forum for Via to present its vision for expanded service in rural southwestern Weld and southeastern Larimer County and receive the support of existing transportation providers and stakeholders, including the two non-profit transportation providers that provide service to individuals within the pilot project area:

- 60+ Ride provides transportation to adults aged 60 and older in Weld County. Learn more at (970) 352-9348 or www.60plusride.org
- Rural Alternative for Transportation (RAFT) provides transportation to adults over the age of 60 and adults over the age of 18 with a disability within the Berthoud Fire Protection District surrounding the Berthoud town limits. Learn more at (970) 532-0808 or www.berthoudraft.org.

--more--

419 Canyon Avenue, Suite 300
Fort Collins, Colorado 80521
(970) 221.6243 FAX: (970) 416.2406
nfrmpo.org

Draft Service Area of the Southern Weld and Larimer County Mobility Pilot Project



June 2021

Sources: CDOT, NFRMPO, US Census Bureau

- Legend**
-  Drop-Offs or Return Trips Only
 -  Southern Weld and Larimer County Mobility Project Area
 -  County Boundary
 -  Non-Weld County Municipality
 -  Weld County Municipality
 -  Weld County

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2021-M4

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 4/5/2021

Strategic

PREVIOUS ENTRY

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	312	312	312	312	1,248	-
STIP ID:	SST6741.121	Local	L	-	-	-	312	312	312	312	1,248	-
TIP ID:	2020-033		Total	-	-	-	624	624	624	624	2,496	-
Type:	Operations											
Air Quality:	Exempt from conformity analysis											
Description:	COLT fixed route operations including security projects											

REVISED ENTRY

Title:	Fixed Route Operations	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	312	340	340	340	1,332	-
STIP ID:	SST6741.121	Local	L	-	-	-	312	340	340	340	1,332	-
TIP ID:	2020-033		Total	-	-	-	624	680	680	680	2,664	-
Type:	Operations											
Air Quality:	Exempt from conformity analysis											
Description:	COLT fixed route operations including security projects											
Revision:	Updating FY21 funding to reflect actual allocation and revising FY22 and FY23 based on current estimates.											

PREVIOUS ENTRY

Title:	Capital Costs of Contracting	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	201	228	228	228	885	-
STIP ID:	SST6741.131	Local	L	-	-	-	172	341	341	341	1,195	-
TIP ID:	2020-034		Total	-	-	-	373	569	569	569	2,080	-
Type:	Operations											
Air Quality:	Exempt from conformity analysis											
Description:	Capital costs of contracting for FLEX service and COLT demand response paratransit service											

REVISED ENTRY

Title:	Capital Costs of Contracting	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	201	181	193	193	768	-
STIP ID:	SST6741.131	Local	L	-	-	-	172	45	45	48	310	-
TIP ID:	2020-034		Total	-	-	-	373	226	238	241	1,078	-
Type:	Operations											
Air Quality:	Exempt from conformity analysis											
Description:	COLT demand response paratransit service											
Revision:	Updating FY21 funding to reflect actual allocation and revising FY22 and FY23 based on current estimates. Revising project description.											

PREVIOUS ENTRY

Title:	Maintain Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	276	248	248	248	1,020	-
STIP ID:	SST6741.134	Local	L	-	-	-	69	62	62	62	255	-
TIP ID:	2020-035		Total	-	-	-	345	310	310	310	1,275	-

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Maintenance, repair and replacement of fleet, facilities and other assets.

REVISED ENTRY

Title:	Maintain Repair & Replace Assets	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5307	-	-	-	276	211	211	211	909	-
STIP ID:	SST6741.134	Local	L	-	-	-	69	52	52	52	225	-
TIP ID:	2020-035		Total	-	-	-	345	263	263	263	1,134	-

Type: Operations

Air Quality: Exempt from conformity analysis

Description: Maintenance, repair and replacement of fleet, facilities and other assets.

Revision: Updating FY21 funding to reflect actual allocation and revising FY22 and FY23 based on current estimates.

PREVIOUS ENTRY

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5339	-	-	-	92	92	92	92	368	-
STIP ID:	SST7073.005	Local	L	-	-	-	23	23	23	23	92	-
TIP ID:	2020-038		Total	-	-	-	115	115	115	115	460	-

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment

REVISED ENTRY

Title:	Repair, Replace or Purchase Rolling Stock, Facilities & Tech	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	FTA 5339	-	-	-	92	85	85	85	347	-
STIP ID:	SST7073.005	Local	L	-	-	-	23	21	21	21	86	-
TIP ID:	2020-038		Total	-	-	-	115	106	106	106	433	-

Type: Capital Improvements

Air Quality: Exempt from conformity analysis

Description: Funding will go toward projects to replace, rehabilitate or purchase buses, bus facilities and related equipment

Revision: Updating FY21 funding to reflect actual allocation and revising FY22 and FY23 based on current estimates.

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Administrative Modification #2021-M4.2

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 4/21/2021

Congestion Mitigation & Air Quality (CMAQ)

PREVIOUS ENTRY

Title:	COLT CNG Bus Replacement	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	726	-	-	1,008	-	-	1,734	-
STIP ID:	SST7007.011	Local	L	-	150	-	-	210	-	-	360	-
TIP ID:	2018-001		Total	-	876	-	-	1,218	-	-	2,094	-
Type:	Rolling Stock Replacement											
Air Quality:	Exempt form conformity analysis											
Description:	Purchase of clean diesel of compressed natural gas buses to replace existing buses and add buses to COLT fleet											

REVISED ENTRY

Title:	COLT CNG Bus Replacement/Expansion	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	CMAQ	-	726	-	-	1,008	-	-	1,734	-
STIP ID:	SST7007.011	Local	L	-	150	-	-	210	-	-	360	-
TIP ID:	2018-001		Total	-	876	-	-	1,218	-	-	2,094	-
Type:	Rolling Stock Replacement and Fleet Expansion											
Air Quality:	Exempt form conformity analysis											
Description:	Purchase of clean diesel of compressed natural gas buses to replace existing buses and add buses to COLT fleet											
Revision:	Updating project title and type.											

Surface Transportation Block Grant (STBG)**PREVIOUS ENTRY**

Title:	Widening and Roundabout at 37th St and 47th Ave	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Evans, Weld County	Federal	STBG	-	-	-	-	-	-	1,119	1,119	-
STIP ID:	Unassigned	Local	L	-	-	-	-	-	-	233	233	-
TIP ID:	2023-007	Local	LOM	-	-	-	-	-	-	2,018	2,018	-
Type:	Intersection Improvement and Widening		Total	-	-	-	-	-	-	3,370	3,370	-
Air Quality:	Exempt from conformity analysis											
Description:	Two lane roundabout and widening from 2-lanes to 4-lanes of 37th Street between Sienna Ave and a couple hundred feet west of 47th Ave including											

REVISED ENTRY

Title:	Widening and Roundabout at 37th St and 47th Ave	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Evans, Weld County	Federal	STBG	-	-	-	-	-	-	1,119	1,119	-
STIP ID:	SNF5788.050	Local	L	-	-	-	-	-	-	233	233	-
TIP ID:	2023-004	Local	LOM	-	-	-	-	-	-	2,018	2,018	-
Type:	Intersection Improvement and Widening		Total	-	-	-	-	-	-	3,370	3,370	-
Air Quality:	Exempt from conformity analysis											
Description:	Two lane roundabout and widening from 2-lanes to 4-lanes of 37th Street between Sienna Ave and a couple hundred feet west of 47th Ave including											
Revision:	Assigning STIP ID SNF5788.050 and TIP ID 2023-004 (previously assigned to 37th St Widening project).											

Local												
PREVIOUS ENTRY												
Title:	37th St Widening	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Evans	Local	Local	-	-	-	-	-	-	9,916	9,916	-
STIP ID:	SNF5788.050		Total	-	-	-	-	-	-	9,916	9,916	-
TIP ID:	2023-004											
Type:	Widening											
Air Quality:	Included in conformity analysis											
Description:	Widen from 2-lanes to 4-lanes between 35th Ave and Sienna Ave including median, turn lanes, and detached multi-use paths.											
REVISED ENTRY												
Title:	37th St Widening	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Evans	Local	Local	-	-	-	-	-	-	9,916	9,916	-
STIP ID:	SNF5788.055		Total	-	-	-	-	-	-	9,916	9,916	-
TIP ID:	2023-007											
Type:	Widening											
Air Quality:	Included in conformity analysis											
Description:	Widen from 2-lanes to 4-lanes between 35th Ave and Sienna Ave including median, turn lanes, and detached multi-use paths.											
Revision:	Updating STIP ID to SNF5788.055 and TIP ID 2023.007.											

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2021-M5

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 5/13/2021

Grants: Safe Routes to School

PREVIOUS ENTRY

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Various Below	Federal	STBG	555	-	83	1,213	-	-	-	1,296	-
STIP ID:	SR47001	Local	L	96	-	30	303	-	-	-	333	-
TIP ID:	P-24	Local	LOM	153	-	221	-	278	-	-	499	-
Type:	Bike/Ped		Total	277	-	334	1,516	278	-	-	2,128	-
Air Quality:	Exempt from conformity analysis											
Description:	Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:											
	STIP ID	Title		Sponsor								
	SR47001.028	Connecting Pathways to Ponderosa		City of Loveland								
	SR47001.029	Hampshire Bikeway Arterial Cross		City of Fort Collins								
	SR47001.030	N Wilson Ave Sidewalk		City of Loveland								
	SR47001.031	Berthoud Safe Routes Phase 1		Town of Berthoud								

REVISED ENTRY

Title:	Safe Routes to School	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Various Below	Federal	STBG	555	-	83	1,213	33	-	-	1,329	-
STIP ID:	SR47001	Local	L	96	-	30	303	8	-	-	341	-
TIP ID:	P-24	Local	LOM	153	-	221	-	278	-	-	499	-
Type:	Bike/Ped		Total	277	-	334	1,516	320	-	-	2,170	-
Air Quality:	Exempt from conformity analysis											
Description:	Summary of CDOT Region 4 Safe Routes to School Pool in the North Front Range Region. Pool projects include:											
	STIP ID	Title				Sponsor						
	SR47001.028	Connecting Pathways to Ponderosa				City of Loveland						
	SR47001.029	Hampshire Bikeway Arterial Cross				City of Fort Collins						
	SR47001.030	N Wilson Ave Sidewalk				City of Loveland						
	SR47001.031	Berthoud Safe Routes Phase 1				Town of Berthoud						
Revision:	Increasing project funding in FY21 for SR47001.029 by \$33K Federal and \$8K Local.											

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2021-M6

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 6/1/2021

NFRMPO Transportation Alternatives (TA)

Title:	Poudre River Trail Realignment	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Windsor	Federal	TA	-	-	-	-	-	271	273	544	-
STIP ID:	SNF5095.005	Local	L	-	-	-	-	-	98	160	258	-
TIP ID:	2022-001		Total	-	-	-	-	-	369	433	802	-
Type:	Bike/Ped Facility											
Air Quality:	Exempt from conformity analysis											
Description:	Realigning two segments of the Poudre Trail approximately 1 mile east of SH257.											

REVISED ENTRY

Title:	Poudre River Trail Realignment	Funding Source	Funding Program	Previous Funding	Rolled Funding	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Windsor	Federal	TA	-	-	-	-	-	271	269	541	-
STIP ID:	SNF5095.005	Local	L	-	-	-	-	-	98	160	258	-
TIP ID:	2022-001		Total	-	-	-	-	-	369	430	799	-
Type:	Bike/Ped Facility											
Air Quality:	Exempt from conformity analysis											
Description:	Realigning two segments of the Poudre Trail approximately 1 mile east of SH257.											
Revision:	Decreasing Federal funding by \$3K in FY23.											

Multimodal Options Fund (MMOF)

PREVIOUS ENTRY

Title:	South Boyd Lake Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	TAP	-	-	-	-	325	400	-	725	-
STIP ID:	SR47020.038	State	MMOF	-	-	-	500	-	-	-	500	-
TIP ID:	2020-023	Local	L	-	-	-	125	-	-	-	125	-
Type:	Bike/Ped Facility		Total	-	-	-	625	325	400	-	1,350	-
Air Quality:	Exempt from conformity analysis											
Description:	Construct 1.8 miles of trail											

REVISED ENTRY

Title:	Centerra Trail	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	Loveland	Federal	TAP	-	-	-	-	325	400	-	725	-
STIP ID:	SR47020.038	State	MMOF	-	-	-	500	-	-	-	500	-
TIP ID:	2020-023	Local	L	-	-	-	125	-	-	-	125	-
Type:	Bike/Ped Facility		Total	-	-	-	625	325	400	-	1,350	-
Air Quality:	Exempt from conformity analysis											
Description:	Construct 1.8 miles of trail											
Revision:	Changing project name from <i>South Boyd Lake Trail</i> to <i>Centerra Trail</i> .											

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2021-M6.2

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 6/9/2021

PREVIOUS ENTRY

Strategic												
Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640	-
Type:	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	4,000	-	3,347	-	-	-	-	3,347	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800	-
		State	FAS	8,500	-	-	-	-	-	-	-	-
		State	PRI	-	-	-	-	65	-	-	65	-
		State	7PX (SB228 or SB267)	140,000	-	-	-	50,000	-	-	50,000	-
		Local	HPTE/TIFIA	-	-	-	-	-	42,421	93,402	135,822	18,408
		Local	LOM	27,829	-	18,852	-	54	-	-	18,906	-
		Local	Private	6,000	-	-	-	-	-	-	-	-
			Total	242,769	10,226	116,383	-	50,119	42,421	93,402	312,550	330,958

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640	-
Type:	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-	-
Air Quality:	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-	-
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	4,000	-	3,347	-	171	-	-	3,518	-
		Federal/State	SBT	12,000	-	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800	-
		State	FAS	8,500	-	-	-	-	-	-	-	-
		State	PRI	-	-	-	-	65	-	-	65	-
		State	7PX (SB228 or SB267)	140,000	-	-	-	50,000	-	-	50,000	-
		Local	HPTE/TIFIA	-	-	-	-	-	42,421	93,402	135,822	18,408
		Local	LOM	27,829	-	18,852	-	54	-	-	18,906	-
		Local	Private	6,000	-	-	-	-	-	-	-	-
			Total	242,769	10,226	116,383	-	50,290	42,421	93,402	312,721	331,129
Revision:	Adding \$171K (\$137K Federal/\$34K State) PWQ funding in FY21.											

NFRMPO FY 2020 - FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Administrative Modification #2021-M6.3

Submitted to: CDOT

Prepared by: AnnaRose Cunningham

DATE: 6/28/2021

PREVIOUS ENTRY

Strategic												
Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970	-
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-	-
TIP ID:	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640	-
Type:	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-	-
Air Quality:	Included in conformity	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-	-
Description:	analysis	Federal/State	PWQ	4,000	-	3,347	-	171	-	-	3,518	-
	One new express lane in each direction from	Federal/State	SBT	12,000	-	-	-	-	-	-	-	-
	MP253.7-270,	Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800	-
	replacement/rehabilitation	State	FAS	8,500	-	-	-	-	-	-	-	-
	of key bridges, ITS, transit	State	PRI	-	-	-	-	65	-	-	65	-
	& safety components,	State	7PX (SB228 or SB267)	140,000	-	-	-	50,000	-	-	50,000	-
	replacement of portions of	Local	HPTE/TIFIA	-	-	-	-	-	42,421	93,402	135,822	18,408
	existing facility, and	Local	LOM	27,829	-	18,852	-	54	-	-	18,906	-
	interchange improvements.	Local	Private	6,000	-	-	-	-	-	-	-	-
Total				242,769	10,226	116,383	-	50,290	42,421	93,402	312,721	331,129

REVISED ENTRY

Title:	North I-25: Design Build	Funding Source	Funding Program	Previous Funding	FY20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding	
Sponsor:	CDOT Region 4	Federal	TIGER	10,000	6,970	5,000	-	-	-	-	11,970	-	
STIP ID:	SSP4428.012	Federal	ITI	600	-	-	-	-	-	-	-	-	
TIP ID:	2017-032	Federal	CMAQ	-	3,256	384	-	-	-	-	3,640	-	
Type:	Modify & Reconstruct	Federal/State	ITS/RoadX	2,000	-	-	-	-	-	-	-	-	
Air Quality:	Included in conformity analysis	Federal/State	NHPP/SHF	31,840	-	-	-	-	-	-	-	-	
Description:	One new express lane in each direction from MP253.7-270, replacement/rehabilitation of key bridges, ITS, transit & safety components, replacement of portions of existing facility, and interchange improvements.	Federal/State	PWQ	4,000	-	3,347	-	171	-	-	3,518	-	
		Federal/State	SBT	12,000	-	-	-	-	-	-	-	-	-
		Federal/State	7TH/NHPP	-	-	88,800	-	-	-	-	88,800	-	
		State	FAS	8,500	-	-	-	-	-	-	-	-	-
		State	PRI	-	-	-	-	65	-	-	65	-	-
		State	7PX (SB228 or SB267)	140,000	-	-	-	50,000	-	-	50,000	-	-
		State	7PT(SB267 Transit)	-	-	-	-	-	500	-	500	-	-
		Local	HPTE/TIFIA	-	-	-	-	-	42,421	93,402	135,822	18,408	-
		Local	LOM	27,829	-	18,852	-	54	-	-	18,906	-	-
Local	Private	6,000	-	-	-	-	-	-	-	-	-		
Total				242,769	10,226	116,383	-	50,290	42,921	93,402	313,221	331,629	

Revision: Adding funding program 7PT(SB267 Transit) with \$500K in FY22.

PREVIOUS ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	-	4,163	-	15,837	-	-	-	20,000	-
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	-	2,000	-
TIP ID:	2019-014	Federal	PAN	-	-	-	-	6,500	-	-	6,500	-
Type:	Modify & Reconstruct	Federal/State	PWQ	-	-	-	-	1,235	-	-	1,235	-
Sponsor:	CDOT Region 4	State	7PX (SB 228/267)	2,870	38,127	-	149,973	354	-	-	188,454	-
Air Quality:	Included in conformity analysis	State	ITM	1,300	-	-	-	-	-	-	-	-
Description:	each direction from SH56 to SH402.	State	SB1 (HUTF)	22,500	12,252	-	4,248	-	-	-	16,500	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components,	State	FASTER Safety	-	-	2,055	-	2,945	5,000	10,000	20,000	-
	replacement of portions of existing facility, and	State	7PT (SB 267 Transit)	-	-	-	4,300	-	-	-	4,300	-
	interchange improvements.	State	SBT (SB 228 Transit)	-	-	-	700	-	-	-	700	-
		Local	L	-	-	500	1,500	-	-	-	2,000	-
		Local	Private	-	-	-	-	3,498	-	-	3,498	-
			Total	26,670	56,542	2,555	176,558	14,532	5,000	10,000	265,187	-

REVISED ENTRY

Title:	North-I-25: WCR38 to SH402	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
	MP 247-255.23	Federal	BUILD	-	4,163	-	15,837	-	-	-	20,000	-
STIP ID:	SSP4428.014	Federal	STP-Metro	-	2,000	-	-	-	-	-	2,000	-
TIP ID:	2019-014	Federal	PAN	-	-	-	-	6,500	-	-	6,500	-
Type:	Modify & Reconstruct	Federal/State	PWQ	-	-	-	-	1,235	-	-	1,235	-
Sponsor:	CDOT Region 4	State	7PX (SB 228/267)	2,870	38,127	-	149,973	354	-	-	188,454	-
Air Quality:	Included in conformity analysis	State	ITM	1,300	-	-	-	-	-	-	-	-
Description:	each direction from SH56 to SH402.	State	SB1 (HUTF)	22,500	12,252	-	4,248	-	-	-	16,500	-
	Replacement/rehabilitation of key bridges, ITS, transit & safety components,	State	FASTER Safety	-	-	2,055	-	2,945	5,000	10,000	20,000	-
	replacement of portions of existing facility, and	State	7PT (SB 267 Transit)	-	-	-	4,300	-	1,000	-	5,300	-
	interchange improvements.	State	SBT (SB 228 Transit)	-	-	-	700	-	-	-	700	-
		Local	L	-	-	500	1,500	-	-	-	2,000	-
		Local	Private	-	-	-	-	3,498	-	-	3,498	-
			Total	26,670	56,542	2,555	176,558	14,532	6,000	10,000	266,187	-

Revision: Adding \$1,000K State funding for 7PT(SB267 Transit) in FY22.

Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TAP	1,190	40	1,340	1,400	815	1,600	775	5,970	-
STIP ID:	SR47020	Local	L	562	6	1,727	350	204	400	194	2,881	-
TIP ID:	P-14	Local	LOM	849	-	546	-	-	-	960	1,506	-
Type:	Bike/Ped Facility		Total	2,601	46	3,613	1,750	1,019	2,000	1,929	10,357	-
Air Quality:	Exempt from conformity analysis											
Description:	Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:											
	STIP ID	Title			Sponsor							
	SR47020.026	Power Trail Grade Separation at Harmony Rd			Fort Collins							
	SR47020.028	Namaqua Ave Trail Underpass			Loveland							
	SR47020.019	Secure Bicycle Parking			Fort Collins							
	SR47020.017	LCR 17 Expansion & Bike Lanes (Larimer & Berthoud)			Berthoud							
	SR47020.029	West Alice & Inez Blvd Ped Improvements			Milliken							
	SR47020.042	Non-Motorized sidewalk at 57th St/US287			Larimer County							
REVISED ENTRY												
Title:	Region 4 Transportation Alternatives Program Pool	Funding Source	Funding Program	Previous Funding	FY 20 Rolled	FY 20	FY 21 Rolled	FY 21	FY 22	FY 23	FY 20-23 TOTAL	Future Funding
Sponsor:	CDOT Region 4	Federal	TAP	1,190	40	1,340	1,400	815	800	1,575	5,970	-
STIP ID:	SR47020	Local	L	562	6	1,727	350	204	200	394	2,881	-
TIP ID:	P-14	Local	LOM	849	-	546	-	-	-	2,260	2,806	-
Type:	Bike/Ped Facility		Total	2,601	46	3,613	1,750	1,019	1,000	4,229	11,657	-
Air Quality:	Exempt from conformity analysis											
Description:	Summary of CDOT Region 4 Transportation Alternatives Program in the North Front Range region. Includes the following pool projects:											
	STIP ID	Title			Sponsor							
	SR47020.026	Power Trail Grade Separation at Harmony Rd			Fort Collins							
	SR47020.028	Namaqua Ave Trail Underpass			Loveland							
	SR47020.019	Secure Bicycle Parking			Fort Collins							
	SR47020.017	LCR 17 Expansion & Bike Lanes (Larimer & Berthoud)			Berthoud							
	SR47020.029	West Alice & Inez Blvd Ped Improvements			Milliken							
	SR47020.042	Non-Motorized sidewalk at 57th St/US287			Larimer County							
Revision:	Shift \$1,000K (\$800K Federal/\$200K Local) from FY22 to FY23 and add \$1,300K Local Overmatch in FY23 for STIP ID SR47020.026.											

NFR MPO Inactive Projects Report

Project	Local	Number	Description	Budget	Expend	Encumbered	Balance	FHWA End Date	Activity Status
22461	Fort Collins	FSA M455-126	College & Troutman Signal Upgrades	\$ 250,000	\$ -	\$ 250,000	\$ -	No Federal Funds	1-WARNING, Greater Than A Year Since Activity
20613	Windsor	TAP M377-006	Great Western Trail - Windsor	\$ 1,206,250	\$ 195,276	\$ 1,010,974	\$ -	6/30/2022	1-WARNING, Greater Than A Year Since Activity
23047	Fort Collins	AQC M455-129	LCR19 (Taft Hill) Improvements	\$ 658,368	\$ -	\$ 658,368	\$ -	10/31/2022	2-ALERT, Greater Than 9 Months Since Activity
20825	Fort Collins	BRO M455-121	Spring Ck at Riverside (FCRVSD-E-S.2PRST)	\$ 1,444,500	\$ 678,800	\$ 765,700	\$ -	12/31/2021	3-Caution, Greater Than 6 Months Since Activity
22282	Greeley	FSA M570-053	Greeley Evans Transit Bus Yard	\$ 160,000	\$ -	\$ 160,000	\$ -	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
23933	Greeley	MTF M570-061	Greeley Comp. Transportation Plan	\$ 325,000	\$ -	\$ 325,000	\$ -	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
23631	Loveland	MTF M830-102	Centerra Trail	\$ 116,507	\$ -	\$ 116,507	\$ -	9/30/2021	3-Caution, Greater Than 6 Months Since Activity
23949	Loveland	MTF M830-104	Centerra Trail	\$ 64,279	\$ -	\$ 64,279	\$ -	No Federal Funds	3-Caution, Greater Than 6 Months Since Activity
23632	Larimer Co.	TAP CO60-090	Non Motorized Sidewalk 57th St/US287	\$ 143,750	\$ -	\$ 143,750	\$ -	9/30/2022	3-Caution, Greater Than 6 Months Since Activity
16525	Fort Collins	AQC M455-088	Jefferson Street/SH14 Improvements	\$ 1,135,832	\$ 892,399	\$ 243,432	\$ 1	10/31/2021	4-Good, Activity in the last 6 Months
20389	Greeley	AQC M570-048	10th Street in Greeley: Phase II	\$ 4,743,069	\$ 1,981,833	\$ 2,111,236	\$ 650,000	10/31/2021	4-Good, Activity in the last 6 Months
21990	Greeley	AQC M570-051	Controller Replacement - Greeley	\$ 520,594	\$ 520,594	\$ -	\$ -	3/31/2021	4-Good, Activity in the last 6 Months
21997	Loveland	AQC M830-093	Traffic Signal Progression Imprv. US34	\$ 760,780	\$ -	\$ 760,780	\$ -	3/31/2022	4-Good, Activity in the last 6 Months
21895	Loveland	BRO M830-091	8th St Bridge (LOV1825W.8th St) Recon	\$ 1,046,500	\$ 1,046,500	\$ -	\$ -	10/31/2020	4-Good, Activity in the last 6 Months
23943	Platteville	MTF M053-004	Division St Sidewalks Construction	\$ 248,226	\$ -	\$ 248,226	\$ -	No Federal Funds	4-Good, Activity in the last 6 Months
23948	Severance	MTF M192-003	WCR23/Great Western Trail Connection	\$ 8,682	\$ -	\$ 8,681	\$ 1	No Federal Funds	4-Good, Activity in the last 6 Months
23926	Windsor	MTF M377-010	7th St MMOF Transportation Study	\$ 150,000	\$ 19,979	\$ 130,021	\$ -	No Federal Funds	4-Good, Activity in the last 6 Months
23925	Evans	MTF M415-023	Evans Transportation Master Plan	\$ 150,000	\$ 42,269	\$ 107,731	\$ -	No Federal Funds	4-Good, Activity in the last 6 Months
23927	Loveland	MTF M830-103	US287 West Sidewalk Gap	\$ 117,500	\$ -	\$ 117,500	\$ -	No Federal Funds	4-Good, Activity in the last 6 Months
23028	Berthoud	SAR M070-907	Berthoud Safe Routes Phase 1	\$ 375,000	\$ -	\$ 375,000	\$ -	10/31/2021	4-Good, Activity in the last 6 Months
23025	Fort Collins	SAR M455-127	Hampshire Bikeway Arterial Crossing	\$ 619,814	\$ 62,239	\$ 557,575	\$ 0	7/31/2022	4-Good, Activity in the last 6 Months
22055	Loveland	SAR M830-095	West 4th St Bike + Ped Safety Improve	\$ 373,563	\$ 352,645	\$ 20,918	\$ -	9/30/2021	4-Good, Activity in the last 6 Months
23026	Loveland	SAR M830-097	North Wilson Avenue Sidewalk	\$ 475,000	\$ -	\$ 475,000	\$ -	10/31/2021	4-Good, Activity in the last 6 Months
21966	Fort Collins	SHO M455-124	US 287 & Trilby Road Intersection	\$ 924,998	\$ -	\$ 924,998	\$ -	9/30/2022	4-Good, Activity in the last 6 Months
21967	Loveland	SHO M830-092	Various Loveland Left Turn Signals	\$ 663,334	\$ 208,060	\$ 455,274	\$ -	10/31/2021	4-Good, Activity in the last 6 Months
20620	Larimer Co.	STU CO60-082	Larimer CR17 Expansion & Shoulders	\$ 3,503,721	\$ 2,169,882	\$ 1,333,839	\$ -	6/30/2021	4-Good, Activity in the last 6 Months
21989	Evans	STU M415-020	37th Street Overlay - Evans	\$ 1,186,304	\$ 263,750	\$ 922,554	\$ -	4/30/2021	4-Good, Activity in the last 6 Months
21998	Loveland	STU M830-094	US 34 Widening Boise Ave to I25	\$ 3,225,027	\$ 1,624,648	\$ 1,600,379	\$ -	9/30/2021	4-Good, Activity in the last 6 Months
23639	Severance	TAP M192-002	WCR 23/Great Western Trail Connection	\$ 69,450	\$ -	\$ 69,450	\$ -	2/28/2022	4-Good, Activity in the last 6 Months
21992	Johnstown	TAP M690-001	Little Thompson River Trail Phase 1a	\$ 118,055	\$ 30,116	\$ 87,939	\$ -	6/30/2022	4-Good, Activity in the last 6 Months
21889	Milliken	TAP M887-006	West Alice + Inez Blvd Ped Impmnt	\$ 547,094	\$ 507,323	\$ 39,771	\$ 0	5/31/2021	4-Good, Activity in the last 6 Months

Key:

FHWA End Date is EXPIRED

FHWA End Date is EXPIRING Within the Next 6 Months

CDOT Region 4 Local Agency Contact: Jake O'Neal (jake.oneal@state.co.us)